Project Information Document/
Integrated Safeguards Data Sheet (PID/ISDS)

Concept Stage | Date Prepared/Updated: 03-Sep-2019 | Report No: PIDISDSC23822
### BASIC INFORMATION

#### A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>India</td>
<td>P166020</td>
<td></td>
<td>West Bengal Transport and Logistics Improvement Project (P166020)</td>
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<table>
<thead>
<tr>
<th>Region</th>
<th>Estimated Appraisal Date</th>
<th>Estimated Board Date</th>
<th>Practice Area (Lead)</th>
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<td>Mar 19, 2020</td>
<td>Urban, Resilience and Land</td>
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<table>
<thead>
<tr>
<th>Financing Instrument</th>
<th>Borrower(s)</th>
<th>Implementing Agency</th>
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<tbody>
<tr>
<td>Investment Project Financing</td>
<td>Government of India</td>
<td>West Bengal Transport Infrastructure Development Corporation</td>
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#### Proposed Development Objective(s)

The proposed PDO are to: (a) strengthen the institutional capacity of state agencies for facilitating logistics (b) enhance strategic guidance and spatial development for investment prioritization; and (c) improve accessibility across the Hooghly River and its banks.

### PROJECT FINANCING DATA (US$, Millions)

#### SUMMARY

<table>
<thead>
<tr>
<th>Description</th>
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#### DETAILS

**World Bank Group Financing**

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**Non-World Bank Group Financing**

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<td>Borrower/Recipient</td>
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B. Introduction and Context

A. Country Context

1. **While still high by global standards, India’s growth rate has decelerated in the past two years.** After peaking at 8.2 percent in FY16/17, economic growth has been lower in FY17/18 (to 7.2 percent) and FY18/19 (to 6.8 percent). Estimates for the first quarter of FY19/20 suggest that growth is likely to be soft by Indian standards at around 6.4 percent for the full fiscal year (assuming the external environment remains benign). In addition to relatively low levels of private investment over the past several years, the latest data shows a broadening of the slowdown across all categories of aggregate demand. Although the current account deficit widened to 2.1 percent of GDP in FY18/19, robust capital inflows during the second half of the year allowed for a build-up of international reserves to US$ 411.9 billion at the end of the fiscal year (equivalent to 10 months of imports). Going forward, subdued import growth and benign oil prices are expected to contain the current account balance to some extent. On the fiscal side, the general government deficit is estimated to have widened to 5.9 percent of GDP in FY18/19 but is expected to consolidate to 5.7 percent in FY19/20.

2. **Since the 2000s, India has made remarkable progress in reducing absolute poverty.** Between FY11/12 and 2015, poverty declined from 21.6 to an estimated 13.4 percent at the international poverty line (2011 PPP US$ 1.90 per person per day), continuing the earlier trend of fast poverty reduction. Thanks to robust economic growth, more than 90 million people escaped extreme poverty and improved their living standards during this period. Despite this success, poverty remains widespread. In 2015, 176 million Indians were living in extreme poverty, while 659 million - half the population- were below the higher poverty line commonly used for lower middle-income countries (2011 PPP US$ 3.20 per person per day). Implementation challenges of indirect tax reforms, stress in the rural economy and a high youth unemployment rate in urban areas, may have moderated the pace of poverty reduction since 2015.

3. **The Government of India (GoI) has given infrastructure status to logistics that would help the sector get credit at competitive rates on a long-term basis.** The Indian logistics industry which provides employment to more than 22 million people has grown at a compound annual growth rate (CAGR) of 7.8 percent during the last five years. To a large extent, the logistics sector in India remains unorganized. The industry is facing challenges such as high cost of logistics impacting competitiveness in domestic and global market, underdeveloped material handling infrastructure, fragmented warehousing and lack of seamless movement of goods across modes. Having the infrastructure status would help facilitate the credit flow into the sector with longer tenures and reasonable interest rates.

4. **The introduction of the Goods and Services Tax (GST) in July 2017 has resulted in a significant alternation in the flow of goods across the country.** As per the India’s Economic Survey 2017-18, with the implementation of GST, the Indian logistics market...
is expected to reach about US$215 billion in 2020 from a current base of US$160 billion. The projected increase in size of the logistics industry could boost India’s growth rate to 8.5 percent from 7 percent.

B. Sectoral and Institutional Context

5. **India’s volume and cost of logistics movements are immense, but high transportation and trade costs impact competitiveness in domestic and global market.** Currently, the Indian economy generates 4.6 billion tons of freight shipments resulting in a transport task of 3.1 trillion ton-km at a total cost of US$130 billion. The ability to move freight seamlessly and cost effectively from centers of production to centers of consumption or to export markets is a key driver for growth and jobs. Therefore, any effort to maintain India’s current growth prospects – and even accelerate them - must address the challenges associated with transport and logistics. India is now moving in the right direction, after several years of declining performance on several logistics related indicators: Whereas until 2014, India’s Logistics Performance Index (LPI) had been on a downward trend, it improved remarkably in 2016 (from 54th to 35th rank amongst 160 countries analyzed). Waste caused by poor logistics infrastructure will increase from US$45 billion (equivalent to 4.3% of GDP in 2009), to US$140 billion or more than 5% of the GDP in 2020. Inadequacies in the Indian logistics infrastructure could constraint India’s growth by adversely impacting user industries.

6. **One of the reasons for India’s poor logistics performance is the imbalance of modes of transport:** Although the GoI is heavily investing in transport infrastructure, these investments are not being developed within the context of an overarching national freight transport strategy that seeks to better integrate different modes of transportation for increased efficiency. Current freight transport in India is heavily skewed towards road transport, which is the least cost-effective of all the available modes. Roads’ freight traffic share increased from 11% in 1950-51 to 81% in 2014-15. Other transport modes such as rail, short-sea shipping and inland waterways have been facing falling market shares and a lack of infrastructure investment prior to recent GoI initiatives in inland waterways. In addition, the surface modes are not integrated in a complementary manner, nor are they integrated with the many functional logistics hubs already existing in the country.

**West Bengal:**

7. **Over 40 percent of freight by volume across India touches six states**, which include the most populous and poorest in the subcontinent. Eastern India has had faster population growth while at the same time slower economic growth than the national average. Hence, stimulating economic growth is a key lever to mitigating poverty and sustainably improving the quality of life for the 500 million people living in the states surrounding the eastern corridor. A well-functioning dedicated freight corridor in the Eastern states facilitating the efficient movement of goods and reducing the cost of logistics – and consequently the cost of doing business - is pivotal to growth. The importance of the Eastern freight corridor has resulted in some of the largest transport investments by the World Bank, including the Eastern Dedicated Freight Corridor (EDFC) and National Waterways 1 (NW1). The construction of EDFC and NW1 can engineer a more optimal modal balance between road, rail and waterways, increasing port efficiencies, but the full potential of the Eastern Corridor can only be realized if the transport bottlenecks in West Bengal are addressed.

8. **Currently, efficiency and capacity challenges in the urban area around Kolkata divert trade freight from the Eastern Corridor to remote ports in the West:** The Eastern Corridor is currently primarily a domestic corridor, mainly due to diversion (among other reason because of long delays in river crossing to access Kolkata port and truck congestion around Kolkata port reducing speed of evacuation) of a large portion of export-import freight that could use the Kolkata port system, to distant ports in western India.

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The tax came into effect from July 1, 2017 through the implementation of One Hundred and First Amendment of the Constitution of India by the Modi government. The tax replaced existing multiple cascading taxes levied by the central and state governments. The tax rates, rules and regulations are governed by the GST Council which comprises finance ministers of the center and all the states.

2 21.9% agricultural, 38.7% mining and 39.4% manufacturing related commodities
3 McKinsey Report, 2003: Building India; transforming the Nations’ logistics infrastructure
4 These are Punjab, Haryana, Delhi, UP, Bihar, and Jharkhand.
5 World Bank, 2017: Developing India’s First Modern Inland Waterway
6 The combined population in these states has grown by 19.8% between 2001 and 2011, which is higher than the national growth rate of 17.7%. The combined GDP of the six states has grown by an average of 3.9% per year between 2011 and 2015 (in constant terms), which is lower than the national GDP growth average rate in constant terms of 5.4% per year over the same time period
increasing cost of logistics. The Kolkata port is mainly a gateway port for West Bengal, with 66% of imports destined for West Bengal and 69% of exports originating in West Bengal.

9. **The Eastern Corridor has the potential to play a far more prominent role in unlocking domestic and regional logistics efficiencies and trade potential.** The port of Kolkata serves as a gateway to the landlocked North-Eastern states and as direct access entry to the neighbouring countries of Bangladesh, Nepal and Bhutan. The port’s vast and rich hinterland accounts for 40 percent of India’s traded goods which either originate from this resource-rich region or are destined for its teeming markets. The State also serves as a gateway to regional initiatives, including the Bangladesh-China-India-Myanmar (BCIM) Corridor, the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC), and the Asian Trilateral Highway. Under the current GoI administration, relations with the country’s East Asian neighbors have become a foreign policy priority known as the Act East Policy.

10. **West Bengal is taking cautious steps towards liberalization,** following 30 years of a more state-centered development approach. The state is gradually undertaking reforms to improve the ease of doing business. For example, the total number of approvals for investment has gone down from 90 to 7. West Bengal will see an investment of Rs 4,300 crore in the warehousing and logistics sector by 2020.7

11. **West Bengal has huge potential to leverage locational advantage in post-GST scenario:** Kolkata’s strategic location as a gateway to Northeast India and its port have made the city a major warehousing location in India. As per a Knight Frank report, post GST, Kolkata could record a 15% on-year growth in leasing volumes for warehousing.8 The optimal location of warehousing in the KMA is on the west bank of the Hooghly across the port on underutilized public land (owned by the Port, rail and state transport department), taking advantage of the proximity to rail heads, highways and waterways which can significantly reduce congestion at the port and in the city.

12. **West Bengal has the opportunity to leverage investments made in NW1 for urban mobility:** The NW1 Project will upgrade the navigation infrastructure between Haldia and Varanasi and increase the navigability on the entire reach between Haldia and Varanasi. The state of West Bengal could leverage the large-scale engineering infrastructure under NW1 Project and supplement the GoI’s investments by incorporating strategic planning and investments on 550 km of IWT that responds to urban mobility needs by integrating surface transport with water transport for an efficient multi-modal transport network.

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7 JLL India, 2018: Bengal – Destination Next for Improved Infrastructure and Efficient Logistics
8 Knight Frank, 2019: India Warehousing Market 2019
13. Severe congestion and lack of coordination in the Kolkata Metropolitan Area (KMA)\(^9\) results in suboptimal performance of the Eastern Corridor and restricts business opportunities in the area. To function at its full potential, it is important to improve the port-hinterland connectivity which is severely impeded due to congestion in and around Kolkata. This is both an institutional management and physical challenge:

   a) A large number of stakeholders are involved in the management of freight in the project area with little or no coordination. These include the West Bengal Transport Department, Police, Kolkata Port Trust, Hooghly River Bridge Corporation, Ministry of Railways, and Ministry of Road Transport and Highways (MoRTH).

   b) Access to Kolkata Port is a challenge due to extremely high volume of traffic and the geographical location of Kolkata on the east side of the Hooghly which creates an east-west divide in the State.

   c) More than 80% of traffic crosses the river on three main bridges located within the city of Kolkata. 30% of which is through traffic. This creates enormous pressure, pollution and congestion in a city with only 6% road space (Delhi has 18% and Mumbai 21% road space). The bridges operate above capacity causing day long gridlock and trucks often wait more than 12 hours to cross over to Kolkata and the port. As a result, the city has restricted movement of truck to the port reducing port efficiency by 25% and increasing the cost of logistics.

   d) Limited road space within the urban conglomeration (only 6 percent), add to the congestion: Multiple, not integrated and not connected modes of transport involved compete rather than complement each other, hindering mobility of freight and passenger and increasing pollution.

14. Most transport modes are functioning above capacity except ferries: While multiple transport modes (rail, metro, highways, waterways) serve the KMA, there is still a capacity constraint with demand exceeding supply. Lack of modal integration reduces efficiency. Water transport is the most underutilized mode and carries less than 2 percent passenger and freight. Low capacity of ferry operators results in declining ridership. The West Bengal Transport Infrastructure Development Corporation Limited (WBTIDC), classified as a State Government company under the Transport Department, Government of West Bengal, has been designing jetties. At present there are two public ferry operators in the State: The West Bengal Transport Corporation (WBSTC), together with Hooghly Nadi Jalapath Paribahan Samabay Samity Limited (HNJPSSL), a state-owned enterprise for inland water transport in Kolkata, have been operating passenger ferry services on 30 routes.

15. Inefficient utilization of high value land in city center: The Waterfront is occupied mostly by underutilized public land owned either by State-owned enterprises (SOEs), as well as central government agencies (like the Kolkata Port Trust). Some of these state-owned companies have shriveled in market size, or now own property that they cannot effectively utilize. Re-location of selected SOEs could contribute both to a more efficient urban development pattern and generate considerable resources for public investment. Land, a particularly scarce resource, can support the city’s growth, if used more productively through the creation of “agglomeration economies” via a logistics hub.

16. The proposed project will address these accessibility constraints by strengthening institutional coordination and capacity, investment prioritization, and infrastructure interventions. The project will support catalytic investments to create and support the inland water transport market for freight and passengers, leverage private sector participation, and demonstrate the potential of water transport. The proposed project area includes six most populous districts of Southern West Bengal: Howrah, Hooghly, East Midnapur, South and North 24 Parganas and Kolkata, which have a total population of about 40 million people (50 percent of the state’s population). Two of these districts share an international border with Bangladesh. The area includes the Haldia Dock Complex (HDC), which has good prospects to handle imported coal (coking, non-coking coal, coke) for nearby steel\(^{10}\) and power\(^{11}\) plants. HDC is also suitably located to handle iron ore originating from the states of Jharkhand and Orissa. Kolkata Port handles containers, coking coal, iron ore and fertilizers in dry and break-bulk cargo and liquid bulk. Out of these commodities, containers alone constitute approximately 53 percent of the cargo. The Government of West Bengal has identified the West Bengal Transport Infrastructure Development Corporation (WBTIDC) as the primary implementing agency for project investments.

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\(^9\)The West Bengal capital city Kolkata, with one of the highest densities in the world (24,000/sq. km) on the eastern side of the Hooghly River continues dominating as the center of employment, consumption, trade.

\(^{10}\)SAIL at Durgapur, Bokaro and Rourkela; IISCO at Burnpur; TATA Steel at Jamshedpur

\(^{11}\)NTPC at Farakka and Kahalgaon; CESC at Budge Budge
Relationship to CPF

17. **The outcomes of this proposed project will relate to two main elements of the CPF**: (i) promoting resource-efficient growth and (ii) enhancing competitiveness and creating jobs. The project will support India’s shift to resource efficient growth by developing low carbon infrastructure and services. By improving connectivity and logistics that will facilitate the efficient movement of people and goods in one of the poorest and densest regions of India, the project will enhance competitiveness and jobs.

18. **The project will be developed along the principles of success factors for sustainability and resource-efficiency.** These include:
   - integration (going beyond piecemeal solutions)
   - participatory governance
   - employing smart and innovative urban design, logistics and spatial planning
   - accessing finance effectively, emphasizing technology
   - skills development and
   - stimulating innovation

C. Proposed Development Objective(s)

19. **The proposed PDO are to:** (a) strengthen the institutional capacity of state agencies for facilitating logistics (b) enhance strategic guidance and spatial development for investment prioritization; and (c) improve accessibility across the Hooghly River and its banks.

Key Results (From PCN)

20. The achievements of the PDO will be measured by the following outcomes indicators:
   - Increased passenger volume on waterway (disaggregated by gender)
   - Increased number of roll on-roll off (ro-ro) terminals constructed
   - Reduced cross river journey time of trucks
   - Increased number of private operators in ro-ro

D. Concept Description

The proposed Project activities can be grouped into three themes:

A. **Strengthening Institutional Capability for Facilitating Logistics.** This will include: (a) Technical analysis and support for institutional capacity enhancement to regulate, manage, and maintain river transport systems, in particular for effective planning, design, financing, funding and operation of river transport through public and private mechanisms; (b) An operational framework for coordinating the roles, and responsibilities of the Kolkata Port Authority and city agencies to facilitate management and development of land on the river banks, which is inherently the responsibility of the Kolkata Port Trust; (c) Guidance on inter-agency cooperation of the planning, development, and management of urban, transport and logistics interfaces; and (d) Conceptualization of the development of the existing underutilized waterfront. Information systems will be developed to support institutional performance. The Project will also support capacity building at the local level to plan and design the immediate surroundings around terminals, which will encourage multi-modal coordination, urban regeneration, and private sector engagement.

B. **Strategic Guidance for Investment Prioritization and Coordination.** This will include: (a) Spatial Development Strategic; (b) Comprehensive Mobility Plan; (c) Logistics Action Plan; (d) Additional technical studies such as multi-modal station area plans which will ensure improved accessibility and time savings for commuters.

C. **System Upgrade to Enhance Accessibility through River Transport.** This will include: (a) Enhancing Passenger Movement by supporting infrastructure such as pontoons, jetties, terminals, land access to those, and investments required to ensure navigable fairways; improving the design of inland water transport vessels and providing solutions to increase the stock of vessels; and (b) improving system management (e.g. river information systems integrated with the national river information system and the port
information system); (c) Facilitating Freight Movement by supporting infrastructure such as jetties, terminals, and road access; designing and financing solutions for roll on-roll off (ro-ro) vessels, and system management; and encouraging private sector involvement in investment in infrastructure, operating terminals, and financing and operating vessels; and (d) Multimodal Logistics hubs on the western bank of the Hooghly River in the project area can play a critical role in reducing congestion and improving freight flow.

SAFEGUARDS

A. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The project interventions will be located across or on either banks along and across the Ganga-Bhagirathi-Hooghly river system in the stretch between Haldia at the coast and the northern limit of Kolkata Metropolitan Area. This entire stretch is heavily built-up and densely populated. Over the last two hundred years, both banks of the river in the entire stretch was formed of the share of ribbon development, with an acute mix of industrial, commercial and residential land uses; and with a density of built-up areas which is one of the highest in the World. There are a few short stretches of relatively low density built-up at either end of the stretch, but only in comparison to the central part of the stretch. The terrain is flat, and the gradient towards the river is also shallow. Consequently, drainage to the river from both banks is challenging, but the urban-industrial land use close to the river is constructed over high plinths making these safe from rise in water levels in the river (although low-lying areas away from the river sometimes get flooded and inundated).

Consequent to the dense urban development, there is no protected biodiversity conservation areas close to the project locations where project interventions are likely, except the Alipore Zoo, which is located in the middle of Kolkata city, and is surrounded by buildings all around. The broader project area however is a part of Sunderbans - an UNESCO World Heritage Sites, Coastal Regulatory Zone of Government of India, There are also numerous heritage sites including prominent built heritage all along the river. Entry and exits from the terminal sites are very narrow, sometimes 500m long (or more) and challenging. All along the river, and along the entries and exits of terminals, there exists a whole range of private and public properties (many in dispute) and apparently a large number of squatters. These sensitivities of the project area shall be considered in planning and design of various activities.

B. Borrower’s Institutional Capacity for Safeguard Policies

West Bengal Transport Infrastructure Development Corporation (WBTIDC) would be the implementing agency for the project. Other two support agencies involved would be Hooghly River Bridge Commissioners (HRBC) and West Bengal Transport Corporation (WBTC). These implementing agencies do not have any prior experience of implementing major bank-financed or similar projects; but are broadly aware of the Bank safeguards policies. None of the implementing agencies have any specialized wing or cell or group of staff sufficiently aware of the national environmental and social rules and regulations or desired standards. For implementing the project successfully, appropriate skill and capacity will need to be built in each of the agencies.

During preparation, consulting services will be needed to prepare the detailed/full environmental and social assessments; environmental/social management plans; and incorporation of these in the final project designs and bid/contract documents. In addition to the firm consultants to be engaged, the agencies will need a Project Implementation Unit (PIU) which is being nominated and organized. As part of the PIU, there will be qualified experts, each on environment and waste management, social development and land acquisition, gender and women's issues, community mobilization. The detailed environmental and social assessment will also examine the scope for capacity
building, and the appropriate capacity will be created and operated during implementation of the Project.

C. Environmental and Social Safeguards Specialists on the Team

Tapas Paul, Environmental Specialist  
Sangeeta Kumari, Social Specialist  
Venkata Rao Bayana, Social Specialist  
Harinath Sesa Appalarajugari, Environmental Specialist

D. Policies that might apply

<table>
<thead>
<tr>
<th>Safeguard Policies</th>
<th>Triggered?</th>
<th>Explanation (Optional)</th>
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</thead>
<tbody>
<tr>
<td>Environmental Assessment OP/BP 4.01</td>
<td>Yes</td>
<td>The overall project design and implementation strategy envisions, (i) capacity improvement of existing jetties and modernizing fleet by purchasing additional vessels in the first year of the project; and (ii) design and construction of priority terminals, jetties along with ancillary infrastructure during 2nd to 5th year of the project, based on the strategic development plan (to be prepared in the 1st year). The environmental and social risks for the project, thus arise both during construction and operation stages. The risks include: (a) impacts due to location and planning of new/ upgradation of IWT terminals, Jetties and their ancillary infrastructure; (b) environment and safety impacts during the construction of these facilities, including dredging as needed; (c) contamination of the river water, including from bilge water, potential oil spills during operation phase, (d) potentially inadequate collection, management and final disposal of solid wastes both during construction and operation; (e) potentially inadequate provision for sanitation, and lack of appropriate management and final treatment of sewage; (f) potential accidents involving passengers, crew and workers, and including collision among vessels that may result in accidental spills; (g) inadequate crowd management (both during construction and operation), especially as the exits are very narrow and long in many places; (h) safety and security of passengers specially women and children using the services and (i) disposal of vessels themselves; some vessels are expected to retire early in the operation stage. In addition, specific risks during</td>
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construction stage include: (a) crowd management during construction, as in most places construction will go on while the current ferry services continue; (b) construction zone safety management as the space available for construction work is very small in most places; (c) Construction workers and passenger interface leading to potential gender based violence as the passenger movement and construction shall happen simultaneously and (d) construction waste management, preventing any spillage of construction wastes in the river. One of the key social impacts anticipated due to upgradation and other construction activities is Physical and economic displacement of people and assets. The Project affected shall include both formal and informal occupants in the sub project areas including squatters and encroacher of permanent and temporary nature.

Most of the above-stated risks could be addressed by careful planning, design which either avoids scenarios where such risks will actually materialize, or by minimizing such potential; and appropriate implementation of the actions related to avoidance or minimization. It was agreed that the Project interventions will be planned and designed with comprehensive sanitation and solid waste management features. Similarly, appropriate planning and design will be undertaken to ensure that all safety related aspects (work zone safety, passenger safety, crowd management) are fully integrated.

To ensure this, it is proposed to (i) prepare an Environmental and Social Management Framework (ESMF), that sets out the procedures and requirements to manage all safeguard aspects; (ii) Resettlement Policy Framework and (ii) Environmental and Social Assessments (ESA) for the project investments that will be prepared for the project readiness / appraisal along with sub project Environmental and Social Management Plans, Resettlement Plans as applicable.

| Performance Standards for Private Sector Activities OP/BP 4.03 | No | OP 4.03 is not triggered as the project will not finance private sector investments. |
| Natural Habitats OP/BP 4.04 | Yes | There is no known natural habitats (protected or otherwise) in close proximity to the river. Only protected area is the Alipore Zoo and the Botanical... |
The project area does not have any forests, but this will need to be ascertained as part of the studies and assessments. The project does not facilitate logging or any extraction from forests (except woodlots purposely planted to supply timber suitable for building vessels); and is also unlikely to cause any edge deterioration of forests.

The project will not involve, use or encourage any synthetic and chemical pesticides. The environmental assessment will examine the cases of potential termite and pest control.

There are hundreds of properties of cultural and archeological significance in the project area. The ESAs for the relevant sub-projects will assess the impacts on the PCRs and appropriate management / conservation / enhancement plans will be prepared, as needed.

The policy on Indigenous People will not be triggered as presence of tribal groups with close attachment to land along the project area is not anticipated. However, this shall be further confirmed during the screening of sub projects as and when identified.

The project is likely to involve land acquisition and resettlement due to the infrastructure to be developed under the project. The project will require an initial impact assessment and detailed impact assessment in parallel to the feasibility studies and detailed design stages. These assessments should include three key aspects a) potential adverse impacts of the infrastructure to be built/rehabilitated, b) passenger needs assessment, c) employee and livelihood dependency survey and assessment. The ToR for the same would be prepared by the Government of West Bengal and cleared by World Bank before initiating the assessments. Based on the

<table>
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<th>OP/BP</th>
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<td>Forests OP/BP 4.36</td>
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<td>Pest Management OP 4.09</td>
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<tr>
<td>Physical Cultural Resources OP/BP 4.11</td>
<td>Yes</td>
</tr>
<tr>
<td>Indigenous Peoples OP/BP 4.10</td>
<td>No</td>
</tr>
<tr>
<td>Involuntary Resettlement OP/BP 4.12</td>
<td>Yes</td>
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findings of these assessments Environment and Social Management Plan in compliance of OP 4.01 and Resettlement Plans as applicable in compliance of Bank’s social safeguards policy on involuntary resettlement would require to be prepared for each of the sub projects. All the safeguards reports would require to be shared with the Bank for necessary approval and then disclosed in the project area accessible to public and government website. The same documents will also be disclosed at the Bank’s website.

<table>
<thead>
<tr>
<th>Safety of Dams OP/BP 4.37</th>
<th>No</th>
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<tbody>
<tr>
<td>The nearest and only upstream dam-like structure is the Farakka Shiplock where Hooghly River is separated from the main stream of the Ganga. This shiplock is being expanded under an ongoing bank-financed project (and therefore, safety aspects are fully taken care of).</td>
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<thead>
<tr>
<th>Projects on International Waterways OP/BP 7.50</th>
<th>Yes</th>
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<tbody>
<tr>
<td>The project and its influence area is located within the Ganges basin - a basin shared by riparian countries of China, Nepal and Bangladesh. As per the requirements of OP7.50, the riparians will be notified and the due process will be followed.</td>
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<table>
<thead>
<tr>
<th>Projects in Disputed Areas OP/BP 7.60</th>
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</tr>
</thead>
<tbody>
<tr>
<td>No part of the project’s influence area is disputed.</td>
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### E. Safeguard Preparation Plan

Tentative target date for preparing the Appraisal Stage PID/ISDS

**Dec 31, 2019**

Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing should be specified in the Appraisal Stage PID/ISDS

The Environmental and social assessments shall require to be carried out between November 2018 to November 2019. The Environmental Social Management Framework and Resettlement Policy Framework for the project is to be disclosed prior to Appraisal. Also the Environment and Social management Plans along with Resettlement Plans as applicable for first year sub projects is to be disclosed prior to Appraisal. For the subsequent sub projects, the Environment and Social management Plans along with Resettlement Plans as applicable is to be disclosed prior to issuance of Bids.
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APPROVAL

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