Public Disclosure Authorized

Public Disclosure Authorized

Integrated Safeguards Data Sheet
Restructuring Stage

Restructuring Stage | Date ISDS Prepared/Updated: 25-April-2019| Report No: ISDSR24972

Regional Vice President:	Victoria Kwakwa
Country Director:	Martin Raiser
Senior Global Practice Director:	Guangzhe Chen
Practice Manager/Manager:	Binyam Reja
Task Team Leader:	Jin Wang, Yang Chen

I. BASIC INFORMATION

1. BASIC PROJECT DATA

Project ID	Project Name
P148129	China: Tianjin Urban Transport Improvement Project
Task Team Leader(s)	Country
Jin Wang	China
Approval Date	Environmental Category
21-Dec-2015	Partial Assessment (B)
Managing Unit	Is this a Repeater project?
GTR10	

PROJECT FINANCING DATA (US$, Millions)

SUMMARY

Total Project Cost	224.27
Total Financing	224.27
Financing Gap	0.00

DETAILS

World Bank Group Financing

International Bank for Reconstruction and Development (IBRD)	100.00

Non-World Bank Group Financing

Counterpart Funding	124.27
Borrower/Recipient	124.27

2. PROJECT INFORMATION

Current Project Development Objective

The PDO is to leverage the Tianjin metro system and to promote walking and biking in the urban core (in Heping and Nankai) in order to make transport greener and safer in Tianjin and draw lessons for other large cities.

Proposed New PDO

The PDO is to leverage the Tianjin metro system and to promote walking and biking in the urban core (in Heping, Hebei and Nankai) in order to make transport greener and safer in Tianjin and draw lessons for other large cities.

3. PROJECT DESCRIPTION

The Project consists of the following closely related components to achieve the overall objective.

Component 1: Green Transport Improvement in Heping and Nankai Districts. This component supports the redevelopment of the streetscape in certain parts of Heping and Nankai Districts to create a connected, vibrant and sustainable urban space (spanning over about 7.2 square kilometers). The main interventions include: the creation of an integrated pedestrian and bike network with infrastructure investments along about 42 streets (26 streets in Heping District and 16 streets in Nankai District) for a total length of about 50 km, street pavement updates, drainage improvements, street facilities, and landscape improvements. As part of restructuring, this component is extended to a new Central district, Hebei District, which will include infrastructure investment along about 46 streets with a total length of about 35 km. The restructuring extends the coverage of the improvements to the Hebei District, but does not change the type of interventions originally conceived. There has been no land acquisition under the project to date and the extension to Hebei district is not anticipated to lead to land acquisition. *This component is renamed Component 1: Green Transport Improvement in Heping, Hebei and Nankai Districts.*

Component 2: Metro Access Improvement. This component supports civil works for selected intersection improvements and interconnection facilities (bike parking, bus connection/terminal, taxi connection, landscaping, and park and ride) at 111 metro stations along existing Tianjin Metro Lines 1, 2, 3, 5, and 9, as well as Line 6 (under construction). Since the metro construction is ongoing in parallel, some of the improvements originally foreseen under the project have been executed by other agencies (for example, landscaping works around the metro station has been completed by Tianjin Amenities and Landscape Commission) and *will result in savings of around US$32 million under this component*.

Component 3: Public Bike Sharing System Pilot. This Component was designed to finance the establishment of a pilot public bike sharing (PBS) system in the core urban area of Tianjin, as well as in areas along metro lines, to support last mile accessibility. *This component will be cancelled as part of the project restructuring.* Activities of this component will be carried out through private capital financing of dockless bike sharing

systems (such as Mobilke, Ofo, etc.), supporting the last mile accessibility in a sustainable way.[1] The cancelation of the PBS pilot will not impact the achievement of the PDO.

Component 4: Bus Terminal Development. This component comprises the development of bus terminals, including the pavement of terminals, as well as bus stops, bus parking, car parking, bike parking and service buildings. It also supports the equipment within bus terminals for bus operation. Five terminals were included in the component. Three bus terminals will be dropped as part of the restructuring: (i) the Beichen S&T Park bus terminal is located within an area impacted by a new master plan for northern Tianjin High-tech Zone, with an uncertain approval date; (ii) for the Liuyuan bus terminal, the initial approach of converting the bus terminal into a "bus terminal + commercial" mixed land use mode cannot be realized because the approved land use for the bus terminal is categorized as public transport use only; and (iii) for the Caozhuang bus terminal, the proposed bus terminal has land use conflict with a newly planned Beijing-Shanghai high-speed railway. The cancelation of the three bus terminals will not impact the achievement of the PDO, as the city has been developing substantial additional bus facilities in parallel. *This component is renamed Component 3: Bus Terminal Development, due to the cancellation of the former component 3 (PBS Pilot)*.

Component 5: Technical Assistance (TA). This component supports five technical studies on: (i) sustainable green urban transport development; (ii) parking management improvement schemes; (iii) the effectiveness of the public bike sharing system implementation; (iv) multi-channel financing mechanisms for urban transport; and (v) surveys and support for the analysis of and reporting on the project impact. The first two TAs have been completed. The Tianjin Municipality has started adopting and implementing the strategies and recommendations identified in these two TAs. Given the city's interest and commitment, a second phase with more specific policy suggestions and pilot implementation is proposed for both TAs as part of the restructuring. The TA on the effectiveness of public bike sharing is no longer relevant, as the original Component 3 (PBS Pilot) is proposed to be cancelled. The multi-channel financing mechanism for urban transport is also proposed to be cancelled, as it is now funded through the Global Environment Facility (GEF) Sustainable Integrated Approach Pilot Project. Two new TAs on performance evaluation and analysis of economic activity in the NMT zone and the preparation of Project Implementation and Completion Report are added to replace the final TA on project impact. Overall, it is proposed to increase the allocation for this component by US$510,000. *This component is renamed Component 4: Technical Assistance (TA), due to the cancellation of the former component 3 (PBS Pilot).*

[1] According to a survey report on public bike sharing system carried out under the Bank-financed Changzhi Sustainable Urban Transport Project

4. PROJECT LOCATION AND SALIENT PHYSICAL CHARACTERISTICS RELEVANT TO THE SAFEGUARD ANALYSIS (IF KNOWN)

The proposed project is located in the city of Tianjin, about 150 km southeast of Beijing. It is a renowned historic, cultural and port city in China and one of the four municipalities directly under the Central Government. The municipality spreads over a total area of 11,916 km2, with a total population of 15.2 million and a GDP per capita of US$16,718 in 2014. The physical activities of the proposed project are all within the central urban built-up area. The street re-pavement under component 1, mass transit access improvement and public bike stations will all be constructed within the right-of-way of existing streets and existing green belt/parking spaces. Bus terminals will be constructed in existing parking lots or bus terminals. There is no land acquisition expected. Given the urban context, there is no sensitive ecological environment site (e.g. natural habitat, protected area etc.) within the area of influence of the project.

5. ENVIRONMENTAL AND SOCIAL SAFEGUARDS SPECIALISTS ON THE TEAM

Peishen Wang, Environmental Specialist
Meixiang Zhou, Social Specialist

6. SAFEGUARD POLICIES TRIGGERED

Safeguard Policies	Triggered	Explanation
Environmental Assessment (OP) (BP 4.01)	Yes	The project will include construction activities for the renovation of urban streets (e.g. re-pavement, drainage improvement, street facility and landscape improvement), access improvement around mass transit stations (pedestrian access and parking spaces and green belt) and construction of bus terminal buildings. The project will have potential environmental and social impacts during the construction stage including increased truck traffic due to material transportation, noise and dust pollution, pedestrian and business disruption, waste management issues, and safety concerns. The environmental concerns during operation stage will mainly be environmental compliance of bus terminals/ hubs in terms of waste management, and traffic safety. Based on project design, all the construction activities are of limited scale, will be relatively short to implement (mostly a few months for each road), and will take place within the right-of-way of

		existing urban streets, parking spaces, green belt and bus terminals, . There is no land acquisition required and there is no sensitive ecological environment site (e.g. natural habitat, protected area and parks etc.) within the area of influence of the project. The main sensitive environmental protection receptors are the residential communities, hospitals, schools and kindergartens along the urban streets that are subject to noise/vibration and dust impacts. The main environmental and social impacts are those related to the construction stage, and are expected to be site specific, temporary in nature, well understood and can be readily mitigated with good construction management and known mitigation measures. Therefore, the project is classified as a category B project. An Environmental Impact Assessment (EIA) and a stand-alone Environmental Management Plan (EMP) have been prepared for the project as per requirements of OP4.01 and an update has been prepared and disclosed for the restructuring.
Performance Standards for Private Sector Activities OP/BP 4.03	No	
Natural Habitats (OP) (BP 4.04)	No	The project activities are all within the urban built-up area of Tianjin. Based on EIA findings, there is no natural habitat involved in the project area of influence. Therefore, this policy is not triggered.
Forests (OP) (BP 4.36)	No	The project activities are all within the urban built-up area. There is no forest involved, therefore this policy is not triggered.
Pest Management (OP 4.09)	No	The project will not involve procurement of pesticide or have any impact on pest management practice. This policy is not triggered.
Physical Cultural Resources (OP) (BP 4.11)	Yes	There are 54 historical buildings identified along the original project streets and 28 along the new district. Though the road renovation will be within the existing right-of-way without directly encroaching the boundary of these buildings, the construction activities have the potential impact on the safety of these buildings. Precautionary measures are developed in the EMP. In addition, chance-find procedures are included in the EMP.

Indigenous Peoples (OP) (BP 4.10)	No	The project activities will be all implemented in the urban area of this city with a long history. There are some Hui people in Tianmu Town at the north part of the project area in this city. But these Hui people have already been well integrated with the majority Han people and have urbanized livelihoods and speak mandarin Chinese. The team concludes that there is no indigenous people in the project site according to the social screening by the task team and social assessment done by a third party. Therefore, this policy is not triggered.
Involuntary Resettlement (OP) (BP 4.12)	Yes	Based on information provided in the FSR, all land required for construction of bus terminals, bicycle parking lands, bus depots and connections to metro stations has been state-owned under the municipal government since before 2009. During project preparation, great efforts were made to avoid involuntary resettlement impacts through optimized selection of project sites and specific locations of civil works. Nevertheless, involuntary resettlement cannot be fully ruled out by project appraisal. There might be location adjustment for bus depots, parking plots or road intersections which might require occasional and small amount of demolition of ground structure during project implementation. This can only be confirmed as the project implementation goes on at the specific project sites. Besides, the exact locations of intersections, entrances and exits of bus stations, overpasses and underpasses cannot be fully determined until detailed technical design is finalized. The Bank safeguards policy OP/BP 4.12 is triggered to provide flexibility in implementation in case such needs arise. In case any involuntary resettlement occurs in this project during implementation, a resettlement policy framework (RPF) has been prepared to guide any future land acquisition and resettlement.
Safety of Dams (OP) (BP 4.37)	No	The project will not involve impacts to any dams in the project area. This policy is not triggered.
Projects on International Waterways (OP) (BP 7.50)	No	The project will not involve trans-boundary rivers. The policy is not triggered.
Projects in Disputed Areas (OP) (BP 7.60)	No	The project is not located in any disputed areas. The policy is not triggered.

II. KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

A. SUMMARY OF KEY SAFEGUARD ISSUES

1. Describe any safeguard issues and impacts associated with the Restructured project. Identify and describe any potential large scale, significant and/or irreversible impacts.

Environmental safeguards

The project includes construction activities for the renovation of urban streets (e.g. re-pavement, drainage improvement, street facility and landscape improvement), access improvement around mass transit stations (pedestrian access and parking spaces and green belt) and construction of bus terminal buildings. The type of project impacts are not impacted by the restructuring since only similar activities will take place. The project will have potential environmental and social impacts during the construction stage including increased truck traffic due to material transportation, noise and dust pollution, pedestrian and business disruption, waste management issues, and safety concerns. The environmental concerns during operation stage will mainly be environmental compliance of bus terminals/ hubs in terms of waste management, and traffic safety.

Based on project design, all the construction activities are of limited scale, will be relatively short to implement (mostly a few months), and will take place within the right-of-way of existing urban streets, parking spaces, green belt and bus terminals. Based on information available at this stage, there is no land acquisition required and there is no sensitive ecological environment site (e.g. natural habitat, protected area and parks etc.) within the area of influence of the project. The main sensitive environmental protection receptors are the residential communities, hospitals, schools and kindergartens along the urban streets that are subject to noise/vibration and dust impacts. These include 54 historical buildings along the project streets as part of the original project and an additional 28 as part of the restructuring. The construction activities will not directly intrude into the boundaries of the identified historical buildings. With precautious protection measures developed in EMP, the impacts on such buildings can be effectively mitigated.

The main environmental and social impacts are those related to the construction stage, and are expected to be site specific, temporary in nature, well understood and can be readily mitigated with good construction management and known mitigation measures. Therefore, the project is classified as a category B project. An Environmental Impact Assessment (EIA) and a stand-alone Environmental Management Plan (EMP) have been prepared as per requirements of OP4.01.

Social safeguards

The project will bring in significant positive social impacts through better prioritized street layout by supporting more effective public transport, and improving connectivity and accessibility to metro stations and other public transport facilities. The project will include small civil works in components 1 to 3, to support the construction or improvement of bus terminals and bus stops to ease transfers to and from metro stations, car parking lots, bike parking facilities and access roads to those facilities. Based on information provided in the FSR, all land required for such construction has been under the control of the municipal government since before 2010. During project preparation, great efforts

were made to avoid involuntary resettlement impacts through optimized selection of project sites and specific locations of civil works. Up to now there has not been land acquisition related to the project, nor is land acquisition expected as a result of the restructuring, indicating that the project remains low risk on this aspect.

Nevertheless, involuntary resettlement cannot be fully ruled out at the time of project restructuring. There might be location adjustment for bus depots, parking plots or road intersections which might require occasional and small amount of demolition of ground structure during project implementation. This can only be confirmed as the project implementation goes on at the specific project sites. Besides, the exact locations of intersections, entrances and exits of bus stations, overpasses and underpasses cannot be fully determined until detailed technical design is finalized, it is foreseeable such civil works will only need small pieces of sites all in urban area of the city. The Bank concluded that the Bank safeguards policy OP/BP 4.12 is triggered to provide flexibility in implementation in case such needs arise.

The project construction may cause temporary inconvenience in accessing local markets, shops and public facilities during the construction period. The possible negative impacts will be very lim ited and can be minimized and mitigated through proper project design and construction management.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area.

There will be further urbanization development in the project area according to the master plan for the city.

3. Describe any potential alternatives (if relevant) considered to help avoid or minimize adverse impacts.

N/A

4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.

To address the environmental safeguards issues, an Environmental Impact Assessment (EIA) and a stand-alone Environmental Management Plan (EMP) have been prepared for the project as per requirements of OP4.01 and an update was prepared for the restructuring. The EIA thoroughly addresses the potential adverse environmental and social impacts, based on which a stand-alone EMP was developed to identify the environmental management setup, mitigation measures, monitoring and reporting and a budget estimate. The preparation of EA documents followed the relevant national laws/regulations and guidelines, as well as Bank's safeguards policies and EHS General Guidelines. The EMP specifies the institutional arrangement of environmental management and supervision, mitigation measures, capacity training plan, monitoring plan, and budget estimates of EMP implementation. An update was prepared and disclosed for the restructuring on July 16, 2018, and indicates similar types of impacts can be expected.

The environmental concerns of the project are mainly related to construction activities, including nuisance of construction noise and dust, traffic disturbance due to large quantity of material transportation, safety of pedestrian, waste management, business disturbance. These impacts are of temporary feature and can be readily mitigated with sound planning and construction management. The key mitigation measures during construction stage include:

- Social disturbance: proper planning of road traffic diversion; coordination with police department, and prior notice through public media; proper relocation of public utility facilities without interrupting usual life of local community; arrangement of temporary access with adequate safety measures (temporary bridge, protection net, night light etc.) for local residents, business, schools etc.; bulletin board information disclosure.
- Physical cultural resources: restricted construction activities within the right-of-way and avoid encroachment in the protection boundary of the buildings; safety monitoring to the protected buildings; chance-find procedures.
- Noise: use of low noise equipment and proper maintenance; installation of temporary noise reduction facility if necessary; night-time construction will be restricted, and prior public notice as well as EPB approval are required for activities that need continuous construction over nighttime.
- Dust: installation of fences around construction areas; frequent water spraying on construction site and access road to suppress dust; covering of trucks transporting bulk materials and timely site clean up after construction; proper maintenance of construction machines and vehicles; etc.
- Waste management: careful balance of excavation and backfilling and fully reuse of spoil material; proper disposal of spoil waste following the city's regulations; proper treatment of wastewater and sewage before discharge into municipal sewage network; timely collection of garbage and disposal through municipal collection/disposal system, etc.
- Ecological environment: Minimization of area of disturbance and damage of green space; relocation of trees; new plantation of trees and green space to off-set the green space loss; timely removal of spoil material to minimize soil erosion; proper disposal of spoil material according to city's regulations etc.

The EMP and Resettlement Policy Framework (RPF) implementation will be managed by the Tianjin PMO which will assign dedicated environmental and social staff. The Tianjin PMO has prepared and implemented two prior World Bank projects and therefore it has extensive experience with World Bank safeguards policies and procedures. The first phase of implementation has been satisfactorily implemented. The PMO will be directly responsible for ensuring the EMP and RPF implementation, with support from a project management company. A safeguards (including environmental and social) management unit will be established with dedicated both environmental and social staff as required. The EMP mitigation measures will be incorporated into bidding documents and thus the contracts, and implemented by the contractors. The contractors and supervision engineers will be required to assign qualified environmental staff to their team to ensure effective implementation of the EMP.

To identify specific social risks and impacts and design proper measures to mitigate negative social impacts and promote positive social impacts, a social assessment was done by a professional consulting team. As part of the social assessment activities, intensive consultation was undertaken with local residents (including no less than 30% women) in project sites and other stakeholders like vulnerable people, drivers and transport policemen. Results of the public consultation are incorporated in project design, covering road safety improvement, public participation, consideration of needs for the poor and elderly road users. The PMO will coordinate another three rounds of public consultation to reflect opinions of the public upon the project implementation.

In case any involuntary resettlement occurs in this project, a resettlement policy framework (RPF) has been prepared to guide future land acquisition and resettlement. The RPF sets detailed principles and procedures as well as other crucial requirements for handling involuntary resettlement. Implementation of the RPF will be followed by Tianjin PMO and closely monitored, internally and externally, during the supervision stage of the Project. A RAP will be prepared if and when required based on the RPF implementation during project implementation.

5. Identify the key stakeholders and describe the mechanism for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

The project will bring significant benefits to the people in Tianjin by improving quality of mass transit, regular buses and non-motorized transport. The key project stakeholders are the general public of Tianjin City, especially the local communities along/near the project roads and sites.

During the project preparation process and the stages of the project design, public consultations were conducted in the project area following both national environmental and social policies as well as World Bank policies (OP4.01 and OP4.12). Consultations were conducted through a combination of opinion surveys and public meetings among the concerned communities with equal gender participation. Information about the project, potential environmental and social impacts, and planned mitigation measures were provided to the public during consultation. Main concerns from the public include traffic and accessibility impact during construction, nuisance of noise (particularly night-time construction), dust and traffic safety. These concerns were addressed in the EIA, and necessary mitigation measures were developed in EMP and the project design.

The EIA/EMP for the original project were locally disclosed on July 23, 2015 in the website of Tianjin Environmental Impact Assessment Center, with announcement published in Bohai Morning newspaper. The final EIA/EMP were disclosed again in the same website on September 8, 2015. The RPF was locally disclosed on Tianjin government Rural-Urban Construction Bureau website on August 18, 2015, and the final RPF was disclosed in the same website on Sept. 18, 2015. The supplemental EIA/EMP for the Hebei District for the project restructuring has been disclosed since July 16, 2018.

B. DISCLOSURE REQUIREMENTS

Environmental Assessment/Audit/Management Plan/Other

Date of receipt by the Bank	Date of submission for disclosure
17-Sep-2015	08-Nov-2018

For Category ‘A’ projects, date of distributing the Executive Summary of the EA to the Executive Directors

“In country” Disclosure

Country	Date of Disclosure
China	16-Jul-2018

Comments

Resettlement Action Plan/Framework Policy Process

Date of receipt by the Bank	Date of submission for disclosure
18-Sep-2015	15-Oct-2015

"In country" Disclosure

Country	Date of Disclosure
China	18-Sep-2015

Comments

C. COMPLIANCE MONITORING INDICATORS AT THE CORPORATE LEVEL

OP/BP/GP 4.01 - Environment Assessment	
Does the project require a stand-alone EA (including EMP) report?	Yes
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes

OP/BP 4.11 - Physical Cultural Resources	
Does the EA include adequate measures related to cultural property?	Yes
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes

OP/BP 4.12 - Involuntary Resettlement	
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes

The World Bank Policy on Disclosure of Information	
Have relevant safeguard policies documents been sent to the World Bank for disclosure?	Yes
Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?	Yes

All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes
Have costs related to safeguard policy measures been included in the project cost?	Yes
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes

III. APPROVALS

Task Team Leader(s)	Jin Wang Yang Chen

Approved By		
Safeguards Advisor	Peter Leonard	02-May-2019
Practice Manager/Manager	Binyam Reja	03-May-2019

.