

**INTEGRATED SAFEGUARDS DATA SHEET
CONCEPT STAGE**

Report No.: AC365

Date ISDS Prepared/Updated: November 15, 2004

I. BASIC INFORMATION

A. Basic Project Data

Country: Vietnam	Project ID: P083581
Project Name: Hanoi Urban Transport Development Project	Task Team Leader: Shomik Raj Mehndiratta
Estimated Appraisal Date: February 2006	Credit amount: US\$ 150-170 million
Estimated Board Date: June 2006	
Managing Unit: EASTR	Lending Instrument: Specific Investment Loan
Sector: General transportation sector (70%);Roads and highways (30%)	Theme: Access to urban services for the poor (P);State enterprise/bank restructuring and privatization (P);Regulation and competition policy (S);Pollution management and environmental health (S)
Safeguard Policies Specialists in the task team: Jitendra Shah, Lead Environmental Specialist (EASEN) Vinh Quoc Duong, Operations Officer (EASEN) Hoa Thi Mong Pham, Operations Officer (EASSD) Lars Lund, Sr. Social Scientist (EASSD) Ke Fang, Social Development Specialist (EASSD)	
Other financing amounts by source:	(\$m.)
Government of Vietnam	25
Global Environment Facility	10

B. Project Objective

1. The project development objective is to assist Hanoi in implementing a sustainable growth strategy, by supporting a development plan and urban transport improvements that meet the city's growth needs while providing priority for public transport. This objective will be supported through the establishment of high capacity busways on the major corridors of the City, by integrating investments in road infrastructure with land-use plans to generate a transit friendly urban landscape, and by enhancing the capacity of the City's institutions to create/implement a comprehensive urban transport policy that provides priority to public transit.

C. Project Description

2. Total project costs are estimated in the range of US\$170-200 million. The size of the IDA Credit is expected to be between US\$150-170 million. In addition, the Global Environmental Facility (GEF) has also expressed interest in providing up to US\$12 million in co-financing under GEF's Operational Program 11 (Promotion of Environmentally Sustainable Transport). The project has three components:

- **A bus transport component** (*total US\$60-90 million, IDA+GEF US\$55-85 million*) that includes (i) supporting reorganization the bus system, (ii) development of busways and bus priority on a selection of new and existing roads, (iii) development of bus maintenance facilities, secure ticketing systems and (iv) other institutional strengthening.
- **A road infrastructure component.** (*total US\$100-120 million, IDA US\$80-100 million*). that includes construction of a section of Ring Road 2 (6 km) from Cau Say north to the dyke road (the site of the planned bridge at Nhat Tan) to facilitate development of the area West of West Lake, and ultimately North of Red River. In addition, Hanoi has proposed the Western extension of Hoang Quoc Viet Street (3 km). Both of these road sections go through a combination of farmland and settled land and will entail resettlement. Hanoi has asked the Bank to finance infrastructure development on the resettlement site.
- **Institutional strengthening.** (*~US\$15-20 million IDA+GEF US\$ 15-20 million*) This component includes subcomponents related to safety and air quality requested by Hanoi. Preparation of these subcomponents is at a very preliminary level, but it is likely that the subcomponents will include studies, training, equipment and other technical assistance. In addition, this component covers studies, training and other efforts related to the three major policy foci of this project on which we have already started a dialogue with Government: reform of bus services, enhancement of the capacity of City institutions responsible for land planning and development including integration with transport planning, and the development/implementation of a comprehensive urban transport policy that covers issues such as parking, traffic control and vehicular restrictions.

3. IDA specialists have been working with officials from Hanoi's Department for Natural Resources and the Environment (DONRE) regarding the air quality subcomponent. Conceptual agreement with IDA has been reached on the approach to prepare the sub-component. According to the existing concept that has been agreed upon, it is expected that the subcomponent will include the following elements:

- Capacity building and technical assistance to develop an Air Quality Management Plan. To develop and implement a sound Air Quality Management Plan, there is need to provide assistance on 4 building blocks, which would also be part of the project: (a) Emissions inventories; (b) Air quality monitoring; (c) Health impact assessment; and (d) Control Measure analysis;
- Public Awareness and participation; and
- Strategic Environmental Assessment, to overview the environmental consequences of the plans for urban transport, and land-planning.

4. Hanoi is completing work on a PPIAF grant (US\$250,000) to assist with the bus reorganization process. As already mentioned GEF has also expressed interest in co-financing elements of the project that would address global climate change concerns. GEF pipeline entry has been obtained for activities focusing on (a) promoting a modal shift away from personal-use motor vehicles (the bus component), (b) encouraging non-motorized travel (c) development of a sustainable urban development policy and (d) a complementary urban transport policy.

D. Project location (if known)

The location of the project is in the Hanoi Urban area. Busways are proposed on the major East-West corridor (road 32) as well as on major corridors connecting the central area to the South and Southwest (Le Duan, Bach Mai and Tay Son corridors). Both the proposed roads are in the Northwest quadrant of the urban area: the proposed section of the 2nd Ring Road has a North South alignment West of West Lake, and the Western extension of Hoang Quoc Viet Street runs East – West North of road 32, West of the airport access road.

E. Borrower’s Institutional Capacity

The PMU has a lot of experience in managing social and environmental safeguards in the government funded projects, but it has little experience in preparing and implementing EIA and RAP for Bank-assisted projects. It has been implementing a Bank funded project - Urban Transport Improvement Project (UTIP), but the project mainly focuses on strengthening capacity of urban traffic management. The PMU’s current expectation is that it will set up a social and environment unit staffed by social and environmental specialists to be specifically responsible for preparing EIA/EMP and RAP and supervising implementation of these documents. Adequate training will be provided to these social and environmental staff through the IDF-funded capacity building project by the end of September, 2004. It is also expected that staff in other relevant agencies will be also trained before starting implementation of RAP and EMP.

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Applicable?	Safeguard Policy If Applicable, How Might It Apply?
[X]	<u>Environmental Assessment (OP/BP 4.01)</u>
[]	<u>Natural Habitats (OP/BP 4.04)</u>
[]	<u>Pest Management (OP 4.09)</u>
[X]	<u>Involuntary Resettlement (OP/BP 4.12)</u>
[]	<u>Indigenous Peoples (OD 4.20)</u>
[]	<u>Forests (OP/BP 4.36)</u>

<input type="checkbox"/>	Safety of Dams (OP/BP 4.37)
<input type="checkbox"/>	Cultural Property (draft OP 4.11 - OPN 11.03)
<input type="checkbox"/>	Projects in Disputed Areas (OP/BP/GP 7.60)*
<input type="checkbox"/>	Projects on International Waterways (OP/BP/GP 7.50)

Environmental Assessment Category:

A B C FI TBD (to be determined)

Safeguard Policies Classification:

S₁ S₂ S₃ S_F TBD (to be determined)

III. ACTIONS DURING PROJECT PREPARATION

A. What actions might be needed during project preparation to assess safeguard issues and prepare to mitigate them?

Environmental Assessment: The PMU has been requested to designate a full time staff with experience in environmental management and road engineering to be responsible for EA since the beginning of the project preparation. The EIA ToR has been prepared and reviewed by the Bank and the task team has commissioned an independent consultant to start preparation of EIA and EMP. In the meantime, the TT will strengthen the PMU's capacity through the on-going IDF safeguard training program.

The EIA will also look at cultural property issues, following requirements of OPN 11.03.

Resettlement: A socio-economic survey will be conducted to assess resettlement impacts of the proposed project components. A draft Resettlement Policy Framework (RPF) in compliance with OP4.12 has been prepared. After the socio-economic survey and correspondent feasibility studies are completed, a Resettlement Plan(RAP) will be developed following the resettlement policy set up in the RPF which both the Bank and the city government agree upon.

B. How might consultation and disclosure requirements be addressed?

Environmental Assessment: The Bank's consultation and disclosure requirement for EIA preparation of the category A project is applied and has been documented in the EIA TOR.

Resettlement: During the socio-economic survey, key stakeholders will be identified, and intensive consultation with these stakeholders will take place. The draft RPF and the draft RAP will be disclosed before the project appraisal.

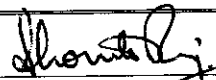
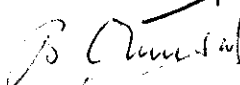

* By supporting the proposed project, the Bank does not intend to prejudice the final determination of the parties' claims on the disputed areas

IV. AGREEMENTS REACHED ON SAFEGUARDS AT PCN REVIEW

The EASES Review concluded that this is a Category A project and therefore will require EASES Decision Review clearance prior to appraisal.

Agreed target date for Quality Enhancement Review:

IV. APPROVALS

<i>Signed and submitted by:</i>			
Task Team Leader:	Shomik Raj Mehndiratta		11/15/2004
<i>Approved by:</i>			
Regional Safeguards Coordinator:	^{for} Glenn S. Morgan		11/16/2004
Comments			
Sector Manager:	Jitendra N. Bajpai		11/15/2004
Comments			