

**INTEGRATED SAFEGUARDS DATA SHEET  
CONCEPT STAGE**

Report No.: AC4269

**Date ISDS Prepared/Updated: 06/05/2009**

**I. BASIC INFORMATION**

**A. Basic Project Data**

|   |  |
|---|--|
| Country: India                                | Project ID: P113028                          |
| Project Name: Mumbai Urban Transport - MUTP2A |  |
| Task Team Leader: Hubert Nove-Josserand       |  |
| Estimated Appraisal Date: June 30, 2009       | Estimated Board Date: January 15, 2010       |
| Managing Unit: SASDT                          | Lending Instrument: Specific Investment Loan |
| Sector: Railways (100%)                       |  |
| Theme: Other urban development (100%)         |  |
| IBRD Amount (US\$m.):                         | 296.00                                       |
| IDA Amount (US\$m.):                          | 0.00   |
| GEF Amount (US\$m.):                          | 0.00   |
| PCF Amount (US\$m.):                          | 0.00   |
| Other financing amounts by source:            |  |
| Borrower                                      | 403.00                                       |
| <u>Financing Gap</u>                          | <u>0.00</u>                                  |
|   | 403.00                                       |

**B. Project Objectives [from section 2 of PCN]**

The proposed MUTP-2A will build upon the progress made under the Mumbai urban transport project (MUTP) and will cover the suburban rail system within Mumbai Metropolitan area. Its objective will be to maximize the efficiency of the suburban rail system of Mumbai Metropolitan Area on the infrastructure that has been created under MUTP, thereby contributing to further growth and improvement in quality of life within the Region.

**C. Project Description [from section 3 of PCN]**

The project includes (i) the procurement of 720 additional Electric Motor Units (EMU) cars, (ii) expansion of maintenance facilities and provision of stabling lines for these additional 720 EMU cars, (iii) completion of conversion from 1500V DC to 25KV AC traction of the remaining sections of Central Railway in Mumbai Metropolitan Region (MMR), and (iv) technical assistance studies for activities to further improve system capacity, quality and efficiency.

**D. Project location (if known)**

The project will be implemented in different parts of MMR which spreads over an area of 4,167 sq. kms. Mumbai is the largest city in India with a population of about 18 millions with contradictions of extravagant homes and half of the population of the city is living in slums.

#### **E. Borrower’s Institutional Capacity for Safeguard Policies [from PCN]**

Mumbai Railways Vikas Corporation Limited (MRVC), the implementing agency has fair experience in coordinating land acquisition and resettlement activities with the state government. It was involved with the land acquisition for the implementation of the rail component of the on-going MUTP. MRVC has gained considerable exposure to the sensitiveness of urban resettlement by way of coordinating with MMRDA the resettlement of a large number of project affected people from along the railway sub-projects of the on-going MUTP. The expected environment and social impacts of the proposed project will be minimal. MRVC also has prior experience of implementing EMPs in line with Bank requirements in MUTP, and some of the activities proposed in this project such as conversion of DC to AC traction are residuals from the on-going MUTP. MRVC has agreed to put in place an environmental management system compliant with ISO 14001. Based on the findings of the on-going EA, the capacity of MRVC will be enhanced if needed to deal with the safeguards.

An Environmental Assessment study undertaken (draft prepared) has broadly indicated the likely nature and magnitude of adverse social impacts. The draft EA report indicates that: (a) no private land will be acquired; (b) a very limited number of squatter families living on Railway Lands will be relocated; and (c) a small number of agricultural laborers working on the lands leased out to its employees by the Railways for preventing encroachments will lose their incomes. Appropriate mitigation measures will be undertaken by the client, based on a focused baseline survey of the affected families and their likely losses. The Client has indicated that the proposed mitigation measures will be in line with the R&R framework adopted for the ongoing MUTP, which is acceptable to the Bank.

#### **F. Environmental and Social Safeguards Specialists**

Mr Gaurav D. Joshi (SASDI)

Mr Satya N. Mishra (SASDI)

## **II. SAFEGUARD POLICIES THAT MIGHT APPLY**

| <b>Safeguard Policies Triggered</b>   | <b>Yes</b> | <b>No</b> | <b>TBD</b> |
|---|------------|-----------|------------|
| <b>Environmental Assessment (OP/BP 4.01)</b>  | <b>X</b>   |           |            |
| An environmental assessment is underway for the project to ensure that potential impacts are assessed and appropriate mitigation measures identified. Building on the experience of MUTP, the EA will also facilitate the integration of environmental management measures into the contract documents as required.         |            |           |            |
| <b>Natural Habitats (OP/BP 4.04)</b>  | <b>X</b>   |           |            |
| In some of the sub-project locations close to the sea/creek, mangroves may exist. In order to assess the potential impacts of the project activities on these important locations, the EA is assessing individual sites already identified. Appropriate mitigation measures will be developed depending on site conditions. |            |           |            |

| <b>Safeguard Policies Triggered</b>  | <b>Yes</b> | <b>No</b> | <b>TBD</b> |
|--|------------|-----------|------------|
| <b>Forests (OP/BP 4.36)</b>  |            | <b>X</b>  |            |
| <b>Pest Management (OP 4.09)</b>   |            | <b>X</b>  |            |
| <b>Physical Cultural Resources (OP/BP 4.11)</b>  | <b>X</b>   |           |            |
| While it is unlikely that the project activities will directly impact any significant cultural properties as most of the activities are within land owned by the Railways, the remote possibility of #chance finds# and/or locally important resources exists. The EA will assess this and provide management measures to guide sub-project implementation.  |            |           |            |
| <b>Indigenous Peoples (OP/BP 4.10)</b>   |            |           | <b>X</b>   |
| The focused baseline survey will indicate if any indigenous people are affected.   |            |           |            |
| <b>Involuntary Resettlement (OP/BP 4.12)</b>   | <b>X</b>   |           |            |
| The draft EA report indicates that: (a) no private land is affected; (b) a very limited number of squatter families living on Railway Lands will be relocated; and (c) a small number of agricultural laborers working on the lands leased out to its employees by the Railways for preventing encroachments may lose their incomes. Appropriate mitigation measures will be undertaken by the client, based on a focused baseline survey of the affected families and their likely losses. The Client has indicated that the proposed mitigation measures will be in line with the R&R framework adopted for the ongoing MUTP, which is acceptable to the Bank. |            |           |            |
| <b>Safety of Dams (OP/BP 4.37)</b>   |            | <b>X</b>  |            |
| <b>Projects on International Waterways (OP/BP 7.50)</b>  |            | <b>X</b>  |            |
| <b>Projects in Disputed Areas (OP/BP 7.60)</b>   |            | <b>X</b>  |            |

**Environmental Category:** B - Partial Assessment

### III. SAFEGUARD PREPARATION PLAN

- A. Target date for the Quality Enhancement Review (QER), at which time the PAD-stage ISDS would be prepared: N/A
- B. For simple projects that will not require a QER, the target date for preparing the PAD-stage ISDS: 07/15/2009
- C. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing<sup>1</sup> should be specified in the PAD-stage ISDS. The Environmental Assessment is currently underway to determine the nature of likely impacts and propose measure for their mitigation. Based on the findings of the study, the PAD stage ISDS will be prepared.

<sup>1</sup> Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in-country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

#### IV. APPROVALS

|  |                                     |                   |
|--|-------------------------------------|-------------------|
| <i>Signed and submitted by:</i>  |                                     |                   |
| <b>Task Team Leader:</b>   | <b>Mr Hubert Nove-Josserand</b>     | <b>06/04/2009</b> |
| <i>Approved by:</i>  |                                     |                   |
| <b>Regional Safeguards Coordinator:</b>  | <b>Mr Frederick Edmund Brusberg</b> | <b>06/05/2009</b> |
| <b>Comments: Endorsed as Category "B" at this stage. Findings of social and environmental assessments may necessitate revisiting category, when they are provided to SAR Safeguards Office</b> |                                     |                   |
| <b>Sector Manager:</b>   | <b>Mr Michel Audige</b>             | <b>06/05/2009</b> |
| <b>Comments: Cleared.</b>  |                                     |                   |