

**COMBINED PROJECT INFORMATION DOCUMENTS / INTEGRATED
SAFEGUARDS DATA SHEET (PID/ISDS)
APPRAISAL STAGE**

Report No.: PIDISDSA17008

Date Prepared/Updated: 21-Dec-2016

I. BASIC INFORMATION

A. Basic Project Data

Country:	China	Project ID:	P156507
		Parent Project ID (if any):	
Project Name:	GEF China Sustainable Cities Integrated Approach Pilot (P156507)		
Region:	EAST ASIA AND PACIFIC		
Estimated Appraisal Date:	09-Jan-2017	Estimated Board Date:	10-Mar-2017
Practice Area (Lead):	Social, Urban, Rural and Resilience Global Practice	Lending Instrument:	Investment Project Financing
Borrower(s):	PEOPLE'S REPUBLIC OF CHINA		
Implementing Agency:	Ministry of Housing and Urban Rural Development		
Financing (in USD Million)			
Financing Source			Amount
Borrower			0.00
Global Environment Facility (GEF)			32.73
Total Project Cost			32.73
Environmental Category:	B - Partial Assessment		
Appraisal Review Decision (from Decision Note):	The review did authorize the team to appraise and negotiate		
Other Decision:			
Is this a Repeater project?	No		

B. Introduction and Context

Country Context

China's recent urban population growth is unprecedented in size - 200 million people joined the

urban population between 2000 and 2010, taking the total number of urbanites to 750 million by 2014. Urban population growth, however, has lagged behind the country's economic growth and physical expansion of its cities. Barriers to migration mean the urban population, at just 57%, is relatively low compared to other countries when they were at a similar level of per capita GDP. Urbanization has relied on rural to urban land conversion and land financing, which together with speculative real estate investments, has resulted in a sprawling, fragmented urban footprint, which is increasingly difficult and costly to serve with transport and utility services. Across China, 22,400km² of new urban land has been added between 2000 and 2010, equivalent in size to building 13 Greater Londons. Correspondingly, average population densities in Chinas cities have dropped by more than 25 percent in the last decade.

Standards-driven urban planning has created a uniform urban fabric characterized by large, single-purpose, enclosed super blocks (of 400 meters or more), which make walking and biking difficult. Urban design has encouraged car-centered cities, which necessitate car use. Municipal governments have oversupplied and subsidized industrial land to attract industry and have built low-cost rental housing in remote locations resulting in land degradation and an increasing disconnect between housing and jobs. Low-wage migrants, excluded from subsidized housing, live in industrial dormitories or subdivided quarters in the rural-urban fringe, shanty towns or city basements. This is all having an increasingly negative impact on cities' long-term economic prospects, the global and local environment, public health, land, biodiversity, and natural resource use. It is also creating a growing social disconnect between residents, their communities, and job opportunities.

Sectoral and institutional Context

Global Commitments. China aims to transition to high-income status with an urban population of 1 billion (70%) by 2030 - adding a further 250 million people in the next 15 years. The country has set a goal to peak greenhouse gas (GHG) emissions during the same time period. By 2009, Chinas per capita GHG emissions of 5.8 CO₂ metric tons already reached the emission rates of the EU. As communicated at the UN climate talks in Paris in 2015, China intends to cut GHG emissions per unit of GDP by 60-65% by 2030 based on 2005 GHG levels. This requires building an economy on renewables and clean technology as well as fundamental changes in the way cities are planned and built. It calls for the development of integrated and coordinated solutions to complex urbanization challenges.

Reforming China's urban planning system is essential for cities to meet their climate change commitments but also for creating livable, healthy, and vibrant urban environments for a growing urban population. To achieve this, Chinas cities require a more compact form of urban development, specifically ensuring efficient land use and urban development is aligned with well-connected transit networks, thus encouraging a shift from private car ownership to public and non-motorized transport. Compact, mixed-use, pedestrian-friendly development organized around transit, often termed Transit-Oriented Development (TOD), is one of the most effective strategies for reversing the trend of automobile-dependent sprawl and is an approach that can be applied at region, city, district, rail corridor, neighborhood, and site scales.

National Vision. In February 2016, the central government issued new guidelines on strengthening urban planning and construction, which recognize many of the problems of the past and set out an overarching vision for future urbanization. The guidelines provide recommendations for planning cities from the regional and city level down to streets, blocks, buildings and municipal services. Amongst others, it calls for: (i) comprehensive planning of

cities from regional, urban, and rural context; (i) management of the spatial expansion of cities; (ii) narrower roads and denser street networks; (iii) improved access to public space; (iv) increased use of public transit; and (v) urban design and buildings that enhance a city's unique characteristics.

Sector Goals. These new guidelines follow a series of sectoral directives and guidelines issued to better integrate urban and transport planning and to prioritize public transport, biking, and walking. In 2003, the State Council issued a notice that requires cities to compile dedicated land administration plans during the rail transit planning stage, by which the rail transit plans can be evaluated. However, until recently, there has been a lack of clear planning requirements and technical guidance for the various phases of planning. This has resulted in some serious disconnects between transit planning and urban functions at the city, district, transit corridor, and station level. To address this, the Ministry of Housing and Urban-Rural Development (MOHURD) issued guidelines in 2015 on the planning and design of areas along urban rail transit. These are recommended best practice rather than compulsory requirements and since they have just been issued are yet to be substantially implemented in cities. MOHURD is actively seeking effective channels to operationalize the guidelines in cities and provide the necessary technical support.

City priorities. Dealing firsthand with the problems of car-dependent sprawl, many cities are investing in metro rail, light rail, bus rapid transit, and commuter and heavy rail transit. By 2015, 26 cities have urban rail systems and 44 cities have their urban rail system plans approved. China plans to spend RMB4.7 trillion yuan on urban rail in the next three years. These systems require substantial capital investment, and beyond the upfront construction costs, operation and maintenance needs substantial cross-subsidies because fare revenues are generally insufficient. Such operational deficits are also due in large part to this weak integration of transit infrastructure with urban development. These constraints are beginning to stimulate interest in better integrating transport and land use planning as well as development-based Land Value Capture (LVC) for transit financing and sustainable urban development.

Cities have been piloting the various sectoral guidelines but the new central government framework now calls for a wholly new effort to move them to scale. There is clear need to support cities by providing approaches for integrated urban and transport planning at various stages and levels of the planning process and for these lessons to feed into future urban and transit plans.

C. Proposed Global Environmental Objective(s)

Global Environmental Objective(s) (From PAD)

The objective is for participating cities to incorporate transit-oriented development principles into their policies and into future urban and transit plans.

Key Results

Key results expected include: number of cities incorporating TOD strategies in urban and transit plans, number of cities endorsing city-level TOD strategy or policy, and number of cities using the TOD diagnostic tool.

D. Project Description

GEF Sustainable Cities Integrated Approach Pilot. As a response to the importance of cities in

addressing climate change, the Global Environment Facility (GEF) is promoting urban sustainability as one of their three Integrated Approach Pilots. The urban program, known as the Sustainable Cities Integrated Approach Pilot (SC-IAP), consists of two tracks: (i) country-level child projects, which include 27 cities across 11 countries with a total of 144 million USD in grant funding. Each country is paired with one or several global organizations acting as implementing agencies to manage the various projects in the participating cities; and (ii) a Global Platform for Sustainable Cities (GPSC), led by the World Bank, with a 10 million USD grant that will promote shared learning among participating cities and develop tools and methodologies for promoting an integrated approach to urban planning, financing and implementation.

GEF China Child Project. The China Project will be implemented by the Ministry of Housing and Urban Rural Development (MOHURD) and seven cities that represent a range of development stages and challenges (See list of Cities and key data below). The China child project places special emphasis on integrating land use and transport planning in the form of TOD at city, corridor or sub-district, and station levels. The integrated TOD approach will be used to incentivize compact, connected and mixed use urban development or redevelopment around stations. Given the limited funding, the project will not support any civil works. Goods may be funded on an exceptional basis where there is clear justification. The focus is on well-targeted technical assistance to address key barriers and opportunities for TOD in each city with an aim to take the approach to scale through national level activities implemented by MOHURD.

National Guidelines on Planning and Design of Areas along Urban Rail Transit. In recent years, TOD principles have been incorporated into China's national technical standards. For instance, The Ministry of Housing and Urban-Rural Development (MOHURD) has issued guidelines on Urban Pedestrian and Bicycle Transport System Planning and Design in 2013 and Planning and Design of Areas along Urban Rail Corridor in 2015. However, these guidelines are recommended best practices rather than compulsory requirement. MOHURD is actively seeking for effective channels to disseminate the knowledge on TOD and mainstream the best practices at the city level. MOHURD will use the GEF grant to establish a TOD platform and toolkit to support the development and application of TOD policy, technical standards, and management tools for cities and application of international good practices in the China context.

At the city-scale, technical assistance provided through the Project will focus on: (a) land use policy and strategy; (b) legal and regulatory frameworks; (c) integrated land use and transport planning; (d) modeling of TOD to align human and economic densities, identify station typologies, and create scenarios for urban growth around transit and monitor comprehensive impacts; (e) leveraging of the private sector; (f) improving accessibility around stations; and (g) capacity building and stakeholder engagement. At the district and corridor scale, activities will look at: (a) understanding transformation potential of urban rail and urban development investments; (b) integration of urban and transport development; (c) legal and regulatory frameworks; (d) design and planning guidelines; (e) operational guides; (f) financing schemes; (g) citizen and stakeholder engagement; (h) capacity building; and (i) consideration for social and affordable housing. At the station scale, the project would look at (a) zoning; (b) conceptual designs; (b) accessibility planning; (c) public space at local scale; and (d) citizen and stakeholder engagement.

Component Name

Component 1: National TOD Platform, Toolkit, and Policy Support

Comments (optional)

This project component will finance coordination both at the national level and amongst cities to further develop national policies, guidelines, strategies, and capacity building efforts for integrated urban planning and TOD. The national platform will aggregate the outputs of the city level activities and compile indicators for monitoring, evaluation and benchmarking across cities. The national platform will include a comprehensive toolkit with multiple modules to help cities conduct diagnosis of readiness for TOD, develop contextualized TOD strategies, improve zoning and urban design in selected areas, and evaluate the impacts of policy and investment intervention associated with TOD.

Component Name

Component 2: City Level TOD Technical Support and TOD Application

Comments (optional)

This component would specifically support the seven cities in developing strategies and plans to better integrate land use and public transport planning, to create urban forms and space that reduce the need for private motorized vehicles, and increase transport and energy land use efficiencies. In each city, this component will consist of technical assistance, application of the TOD approach, and capacity building activities. For technical assistance, one common sub-component will be a TOD strategy or policy for the city's central built-up area.

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

The project will work with seven large cities in China, which have gone through or are going through significant urban expansion but are at various stages of development. Three of the cities form one mega-region around the nations capital. Shenzhen, located in south China has a built-up land area of 890km² and an urban population of 10,778,900. Nanchang, located in central China, has a built-up land area of 617km² and an urban population 2,496,000. Guiyang, located in south-west China, has a built-up land area of 630km² and an urban population of 2,653,600. Ningbo, located in East China, has a built-up land of 2462km² and an urban population of 2,653,600. Tianjin, located in North-East China, has a built-up land area of 4335km² and an urban population of 7,864,900. Beijing, located in North-East China, has a built-up land area of 1368km² and an urban population of 18,590,000. Shijiazhuang, locater in North-East China, has a built-up land area of 2242km² and an urban population of 2,817,700. The three cities of Tianjin, Beijing, and Shijiazhuang form a city region around the nations capital city.

F. Environmental and Social Safeguards Specialists

Songling Yao (GSU02)

Xin Ren (GEN2A)

II. Implementation**Institutional and Implementation Arrangements**

The project will be implemented over a period of four years (2017-2021) in seven cities (4 cities and one multi-city region). Coordination and management will be arranged at national and city levels. At the national level, a Project Leading Group (PLG) will be established, chaired by the Minister of MOHURD to supervise the work of the national PMO, which is housed in MOHURD. The national

level PMO will ensure knowledge sharing and synergy among participating cities, and that the lessons learned feed into the national policy formulation process.

PLGs will be established in each of the seven participating cities and chaired by the respective Mayor or Vice Mayor. The PLGs are made up of senior officials from relevant government bureaus and agencies, including Finance, Development and Reform Commission, Housing and Urban Rural Development, City Planning, Environment, Transport, and so on. PLGs will provide high level facilitation to ensure inter-agency collaboration and coordination which is critical to the success of the project and the implementation of the TOD concept. A PMO has been set up in each of the seven cities. Each PMO will take the main responsibility for inter-agency coordination to ensure that day to day project activities are carried out smoothly. Guidance and support will be sought from the PLGs if any difficulties are encountered.

III. Safeguard Policies that might apply

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	<p>The project activities are mainly technical assistance and capacity building centered on transit oriented development (TOD). They have long-term impacts downstream as detailed in A2 of Section IV below. Therefore an Environmental Management Framework (EMF) was prepare as per the WB safeguard requirements to guide the assessment of these impacts and their management. Social impacts under OP 4.01 are covered bu a stand alone Social Management Framework (SMF).</p> <p>The EMF and SMF include screening of potential downstream impacts based upon which the Bank may decide on the appropriate type of TA to provide based upon potential downstream impacts.</p> <p>The EMF and SMF summarize potential environmental and social impacts foreseen downstream of the project's activities. It spells out requirements to assess these impacts by the type of TA activities/outputs. It puts forward the environmental management procedures, information disclosure and public consultation during implementation to ensure that both China's regulations and laws and WB's environmental policies be met during implementation. Possible instrument to be used for policy, plan and program is a Strategic Environmental Assessment (SEA). A Term of Reference (ToR) for SEA was developed as annex to the EMF.</p>
Natural Habitats OP/BP 4.04	No	The project will not directly involve any civil works and is intended for urban and suburban areas. The

		policy is not triggered.
Forests OP/BP 4.36	No	The project will not involve any forests. This policy is not triggered.
Pest Management OP 4.09	No	The project will not involve any pest management or pesticide use. This policy is not triggered.
Physical Cultural Resources OP/BP 4.11	Yes	Even though the project will not involve any civil works, the development of TA activities and the application in real cases may have implications for physical cultural resources depending on the location of the proposed TOD activities in each city. The EMF includes requirements to take into account the protection of physical cultural resources.
Indigenous Peoples OP/BP 4.10	No	The project is only in urban areas and there are no groups of ethnic minority.
Involuntary Resettlement OP/ BP 4.12	Yes	<p>The project will support technical assistance for developing policies and regulations, conceptual area planning, and TOD related planning, which may have downstream implications for land use changes or construction around transit stations, social disturbance, or impacts on urban poverty, disable and women, etc. The project focuses on technical assistance. There is no project financed civil works or specific investment anticipated during the project implementation.</p> <p>However, the project will support technical assistance for subsequently developing policies and regulations, which may have downstream implications for land use changes or construction around transit stations. Therefore, OP 4.12, involuntary resettlement, will be triggered.</p> <p>Furthermore, a social management framework (SMF), was prepared to also deal with other potential social impacts.</p>
Safety of Dams OP/BP 4.37	No	The project will not involve any dams. The policy is not triggered.
Projects on International Waterways OP/BP 7.50	No	This policy is not applicable and is not triggered.
Projects in Disputed Areas OP/ BP 7.60	No	This policy is not applicable and is not triggered.

IV. Key Safeguard Policy Issues and Their Management

A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify

<p>and describe any potential large scale, significant and/or irreversible impacts:</p>
<p>Environment As the project supports various technical assistance (TA) activities to achieve sustainable cities in China, overall positive environmental impacts are expected. However, the nature of the project activities, centered on the transit oriented development (TOD) and planning, might have long-term impacts downstream, which are described below under A2.</p> <p>Social The GEF Project is to support technical assistance activities, and its financing includes GEF funding, without any other co-financing sources. The project outputs are mainly studies for TOD-related policies, area strategic planning, etc. in the participating cities.</p> <p>The project will support technical assistance for the subsequent development of policies and regulations, conceptual area planning, and TOD related planning, which may then have downstream implications for land use changes or construction around transit stations, social disturbance, or impacts on urban poverty, disable and women, etc. There is no civil works, specific land use planning, or investment plans directly financed during the project implementation. However, the project will support technical assistance for subsequently developing policies and regulations, which may then have downstream implications for land use changes or construction around transit stations. OP 4.01 is triggered for environment and socially related impacts. OP 4.12, involuntary resettlement will be triggered for the TA and possible downstream activities. The project is only in urban areas and there are no groups of ethnic minority, as such, the OP 4.10 is not triggered.</p>
<p>2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:</p>
<p>Environment Studies for TOD planning and improvements applied by the project could change long-term travel patterns and urban development along transit corridors. This could have profound impacts on energy consumption and associated carbon/air emissions in the long term. The changed urban layout, economic activities and population influx might add pressure on resources (e.g. water and cultural), affect flood, drainage and even groundwater, and/or exceed the assimilative capacity of the land for pollutions. The studies for future planning guidelines, design standards, rules and mechanisms to be developed under the project could lead to a shift in city forms and transport pattern, i.e. people-oriented versus automobile-oriented and motorized versus non-motorized transport. Consequently, it would result in different energy consumption and associated carbon and air emissions (particulate matters, NOx and hydrocarbons typical of automobile exhaust) as well as different road safety and health impacts.</p> <p>Social The GEF project aims to develop integrated strategies, guidelines and capacity to increase integration of land use and transport planning in select cities in China, and the key potential achievement will be in areas of integrated planning strategies adopted in Ningbo and Shenzhen; pilot areas demonstrating the integration of land use and transport planning in Ningbo, Shenzhen, Beijing, Shijiazhuang, Tianjin, Guiyang and Nanchang; establish and maintain national and international networks for sustainable city peer learning; and reduce annual emission related to transport. The project will generate long positive social impacts from the sustainable urban development activities by the project activities.</p>
<p>3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse</p>

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.
<p>Environment</p> <p>Most of the PMOs under this project have experience with WB project management and safeguard requirements, with for some quite substantial and recent experience. Some PMOs have assigned staff in charge of safeguard and more are expected to do so. Their capacity in environmental safeguards was assessed and documented in the Environmental Management Framework (EMF). The following means are proposed in the EMF for all PMOs to strengthen their capacity: (a) hiring full time staff or consultant with environmental expertise and relevant background to provide consulting services and technical support; (b) including environmental management training in the TA capacity building component of each PMO. The EMF itself especially its annexes on requirement for SEA offer guidance for the design and content of such training and capacity building. During the preparation process, workshops have been organized at which safeguard training was provided by the Bank team to all PMOs, their experts and government officials from cities concerned. Such training will be continued throughout the project implementation.</p> <p>To address the safeguard issues of TAs that are identified to have possible long-term impacts, the EMF proposed two practical ways to integrate environmental consideration. The first is to include requirements in the ToR for these TAs to assess the environmental impacts of the draft output and use the findings to optimize the final output. Such arrangement is less independent, which can be compensated by public and expert consultation of the draft TA output. The second approach is to engage separately a third party to assess the environmental impacts of draft TA outputs. Such arrangement has the risk of not able to effectively incorporate the recommendations and findings of such strategic impact assessment (SEA) into the final TA outputs. A combination of the two could be adopted taking into account both Chinese and the WB safeguard requirements and real situation during implementation. The ToR and requirements for SEA was developed and annexed to the EMF.</p> <p>Social</p> <p>A social management framework (SMF) was prepared to deal with potential resettlement issues and other social issues, in line with the Bank social safeguard policies. The SMF describes project background and proposed activities, and then develops procedures and key elements of social assessment on the TAs and a resettlement policy framework for pilot activities in Ningbo, Guiyang, Shenzhen etc., where land use is potentially triggered. The Framework also include institutional arrangement, consultation, monitoring and citizen engagement, etc. In planning or policy preparation, implication on resettlement and land use needs special consideration, so the RPF in the SMF is to cover key principals, procedures and other requirements on resettlement and to regulate any resettlement plan preparation, review and approval in project implementation stage if any.</p> <p>The SMF was disclosed locally in the project cities on Oct 24, 2016 and at InfoShop on Nov 3, 2016. Relevant elements of the SMF will be incorporated into TORs during project implementation to ensure that environment and social safeguard policy requirements are incorporated into various assessments and development of strategies and plans and the screening process for downstream investments.</p>

Institutional Capacity. Implementing agencies have varying levels of experience with Bank safeguards policies from the novice to the expert. Shenzhen and Beijing, although with developed capacity in general, have not had many Bank project in many years. Guiyang also has not had many Bank projects and has one ongoing rural roads project. Implementing agencies in Tianjin, Nanchang and Ningbo have comparatively more experience with Bank safeguard policies. Capacity building related to Bank social safeguards is needed. Training, by Bank mission or experienced social consultants and in other ways, was prepared in relevant documents, and implemented during the project preparation and implementation process.

Citizen Engagement and Participation. The project design will incorporate strategies for citizen engagement in each city as part of their TOD plans. Citizen engagement will be sought where it can clearly and meaningfully contribute to improving results. ICT, in particular, would be a key tool for citizen engagement. The design of the citizen engagement activities will be developed during preparation and an appropriate indicator selected to demonstrate the process of beneficiary consultation during the project and the outcomes of the engagement activities.

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

Environment

Local disclosure of the EMF has been conducted as per the Bank requirement during 21 Oct to 14 Nov 2016 in each project city mainly at their official websites and that of the PMO of Ministry of Housing. After sufficient time of disclosure, the PMOs carried out public consultations mainly through meetings and phone calls to get feedback from major stakeholders including government agencies, academia, experts and civil society organizations. The concerns and suggestions from all public consultations have been incorporated in the finalization of the EMF. The English version was disclosed at the WB Infoshop on November 10, 2016.

In the preparation, project information and the SMF have been disclosed in Chinese on the city government websites for public review. In addition, relevant authorities in the seven cities have been and will be continuously consulted on the proposed activities. Further, frameworks on social assessment and potential land use also determines procedures and other requirements of citizen engagement. The Bank will supervise the implementation of SMF to focus on impacts on, and respond to, any affected population by the project during project implementation.

B. Disclosure Requirements

Environmental Assessment/Audit/Management Plan/Other	
Date of receipt by the Bank	08-Nov-2016
Date of submission to InfoShop	10-Nov-2016
For category A projects, date of distributing the Executive Summary of the EA to the Executive Directors	
"In country" Disclosure	
China	21-Oct-2016
<i>Comments:</i>	
Resettlement Action Plan/Framework/Policy Process	
Date of receipt by the Bank	31-Oct-2016

Date of submission to InfoShop	03-Nov-2016
"In country" Disclosure	
China	24-Oct-2016
<i>Comments:</i>	
If the project triggers the Pest Management and/or Physical Cultural Resources policies, the respective issues are to be addressed and disclosed as part of the Environmental Assessment/Audit/or EMP.	
If in-country disclosure of any of the above documents is not expected, please explain why:	

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 [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Are the cost and the accountabilities for the EMP incorporated in the credit/loan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.11 - Physical Cultural Resources			
Does the EA include adequate measures related to cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Does the credit/loan incorporate mechanisms to mitigate the potential adverse impacts on cultural property?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
OP/BP 4.12 - Involuntary Resettlement			
Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
Is physical displacement/relocation expected?	Yes [<input type="checkbox"/>]	No [<input checked="" type="checkbox"/>]	TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected			
Is economic displacement expected? (loss of assets or access to assets that leads to loss of income sources or other means of livelihoods)	Yes [<input type="checkbox"/>]	No [<input checked="" type="checkbox"/>]	TBD [<input type="checkbox"/>]
Provided estimated number of people to be affected			
The World Bank Policy on Disclosure of Information			
Have relevant safeguard policies documents been sent to the World Bank's Infoshop?	Yes [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]
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 [<input checked="" type="checkbox"/>]	No [<input type="checkbox"/>]	NA [<input type="checkbox"/>]

All Safeguard Policies	
Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have costs related to safeguard policy measures been included in the project cost?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]
Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?	Yes [<input checked="" type="checkbox"/>] No [<input type="checkbox"/>] NA [<input type="checkbox"/>]

V. Contact point

World Bank

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VII. Approval

Task Team Leader(s):	Name: Joanna Mclean Masic, Wanli Fang	
Approved By		
Safeguards Advisor:	Name: Peter Leonard (SA)	Date: 19-Dec-2016
Practice Manager/ Manager:	Name: Abhas Kumar Jha (PMGR)	Date: 19-Dec-2016
Country Director:	Name: Zoubida Kherous Allaoua (CD)	Date: 22-Dec-2016