

## Environmental and Social Data Sheet

### Overview

Project Name:	BOGOTA SUSTAINABLE TRANSPORT FRAMEWORK LOAN
Project Number:	2017-0904
Country:	COLOMBIA
Project Description:	The reorganisation and improvement of the public transport network in Bogotá, the capital city of Colombia, is structured under a framework loan with the major scheme being the construction of the first metro line in Bogotá, comprising a 24km long elevated metro with 15 stations, a depot and 23 metro trains.
EIA required:	yes
Project included in Carbon Footprint Exercise <sup>1</sup> :	to be determined at subproject level

### Environmental and Social Assessment

#### Context

The reorganisation and improvement of the public transport network in Bogotá and the major scheme being the construction of the first metro line in Bogotá will be financed through a framework loan, meaning that each scheme to be financed requires further due diligence and the Bank's approval. A framework loan approach was adopted to support the promoter to allow for early engagement to ensure that the Bank's Environmental and Social safeguards are implemented.

Each appraisal will be accompanied by an ESDS that will be published. The information below should be seen as preliminary and concerns mainly a first assessment of the major scheme: the metro line.

The Bank is supporting the Promoter jointly with other multilateral development banks at the moment these are the Inter American Development Bank and the World Bank.

#### Environmental Assessment

##### Promoter's Capacity

For the Bank this is the first project in Colombia, and the Promoter is a newly founded entity: Empresa Metro de Bogotá (EMB). The Promoter thus does not have past records in managing environmental or social aspects of big infrastructure projects. However, the new entity has recruited staff with this experience and thus has the capacity to manage the environmental and social components of the project as is also demonstrated by the quality of the documents and procedures implemented to date. In addition, the Bank together with the

<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

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other multilateral banks will keep providing support, and monitor the implementation of the safeguards triggered by this project.

EMB will be responsible for the proper management of the environmental and social issues of the schemes. An environmental and social management unit has been created inside the Promoter's organization to handle all the related matters. The multilateral development banks have identified further need for improvement. A plan to increase institutional capacity has been developed and is being implemented. The set-up of this entity and its development will be further analysed when the schemes under this framework loan are analysed. This may lead to the identification of additionally needed technical assistance.

#### Environmental and Social Assessment

For the major scheme, the metro: Although the new metro line project would not require an environmental approval in Colombia, an Environmental and Social Impact Assessment (ESIA), including an Environmental and Social Management Plan (ESMP), was prepared by the Promoter, Empresa Metro de Bogotá (EMB). The ESIA was drafted according to the requirements of the other two multilateral banks. The compliance with the requirements defined in the Bank's Environmental and Social Handbook is under review, but the preliminary analysis seems to indicate that it is compliant. The ESIA (February 2018) was published in March 2018 and the comments following the public consultation process are now being addressed.

The revised ESIA will be reviewed by the Bank when the metro scheme will be appraised.

The Bank will also analyse if any additional ESIA's are needed for other schemes to be financed under the framework loan.

#### Expected Environmental impacts

For the major scheme, the metro: The preliminary analysis of the ESIA shows that there are some negative impacts and risks to be properly taken into account, These include during implementation: dust and noise, traffic congestion, transport and disposal of soil/excavated material and construction debris from building demolition; relocation of the national monuments, impact on green areas, disposal ground water pumped from foundation construction, resettlement (due to land acquisition) and decreased accessibility to businesses and homes in the immediate vicinity of metro stations.

Potential significant operational phase impacts or risks include: visual impacts of elevated metro on people living in buildings along the metro line; impacts on road traffic due to the proposed reduction of existing lanes; vibration and light impacts on people living and working along metro line; waste management of metro rail car maintenance facilities.

Overall the scheme is expected to have significant positive impacts, most notably the improved mobility in the city, reduction of emissions due to road traffic (improved air quality and decreased greenhouse gas emissions), reduction of travel times, improved access to employment, and increased commercial and economic activity. Furthermore there are other measures to boost positive impacts, such as investments into bicycle paths and green areas which will improve the liveability of the city.

The preliminary assessment of the ESIA indicates that the residual negative impacts, with the proposed mitigation measures implemented, will most likely be considered acceptable taking also into account the significant positive impacts.

### Biodiversity due diligence

For the major scheme, the metro: The ESIA defines the area of influence –direct and indirect- of the project, the impacts produced in each of ecosystems identified in the areas with important biodiversity value, together with the mitigation measures to minimise these impacts. For these purpose, the ESIA includes 38 specific programs for the prevention, mitigation, compensation or correction of the environmental and social impacts, covering the implementation and operation phases of the Project. This study is considered comprehensive and well structured, and will be further analysed and monitored, to ensure that the mitigation measures are appropriate.

An archaeological investigation campaign was carried out as part of the ESIA, and the plots of land affected by the major scheme -the construction of the new metro line-, were classified depending of the nature and type of the impact and the potential archaeological findings. An Archaeological Management Plan, consistent with the above has to be followed during construction.

### Climate due diligence

For the major scheme, the metro: The Bogota Metro project is expected to lead to lower net GHG emissions due to modal shift to cleaner mass transit mode from the private cars and the existing diesel buses. The new metro line will be powered by electricity, and Colombia has a clean energy grid, where more than 60% of the total electricity is from renewable sources.

The Services will carry out GHG emission calculations for the different schemes when these are appraised.

## **Social Assessment**

The schemes under the framework loan are expected to generate long-term benefits by improving public transit in Bogota. They will improve their access to services, markets and economic opportunities by generating travel time and travel cost savings, improved safety and reduced emissions of pollutants and greenhouse gases, better managed public spaces and increase overall user satisfaction with public transit, among others.

The project is also expected to generate temporary and permanent negative social impacts next to its positive effects, mainly related to the land acquisition required for the civil works construction. Expected impacts include: limited access to existing housing or businesses in the area, demolition of some of the buildings and impact on street vendors.

The main adverse social impact is, as said, related to land acquisition. For the major scheme, the metro these are mitigated by the fact that the proposed metro is elevated throughout its entire alignment. However, the metro project will still involve an important surface intervention requiring expropriation of approximately 1,500 properties.

A Resettlement Policy Framework (RPF) and several Resettlement Action Plans (RAP) are required. The Ministry of Transport has a RPF that has been used for Colombia's National Urban Transport Program. Given that the metro project is a mass transit project, and that it is being co-financed by the National Government, the Ministry of Transport's RPF will be used as reference in the preparation of the RPF for the Metro project and will include specific particularities of the District's regulations. This RPF is currently being updated for the purpose of the metro project and other investments from EMB in accordance with the safeguards of the multilateral banks involved: the World Bank, the IADB and EIB.

Any compensation measures and identification of impacts will be handled through Resettlement Action Plans (RAPs) under the Resettlement Policy Framework (RPF).

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Based on the Bank's preliminary assessment, the need for specific RAPs was identified for (i) 129+64 critical properties needed for the alignment; (ii) the rail car depot; (iii) the relocation of street vendors; and (iv) for the remaining part of the alignment and metro stations. This will assessment will be improved when the schemes will be appraised.

For any scheme to be financed, the Bank will require that the RPF will be followed by a Resettlement Action Plan (RAP) that will include a census of all the project-affected persons and will ensure that all project affected people will improve or, at least, have restored their pre-project level livelihood. The RAP will be prepared concurrently with detailed designs and implemented in a manner consistent with the handover of site to works contractors.

The RAPs will be developed in consultation with all project-affected persons, to ensure acceptance of the proposed mitigation measures and facilitate the involuntary resettlement process.

In accordance with national law on labour standards and ILO obligations ratified by Colombia (Colombia ratified all ILO fundamental conventions), the works contracts will comply with ILO core labour standards. Contractors shall ensure occupational and community health & safety as part of their works contracts.

The strategy the project follows focused on women wellbeing and development, as women have different mobility patterns in the city of Bogotá, and they have more constrains concerning mobility, and also suffer from lack of security when travelling alone. The schemes under the framework loan should improve this. For instance, the metro shall provide women with a safer, more accessible transport system that will increase their opportunities in the labour market and in life in general.

## **Public Consultation and Stakeholder Engagement**

The ESIA is being developed under a two-step consultation process. The first consultation involved a number of meetings between May and September 2017 in several locations across the city, with up to 2,800 participants, with the purpose of disseminating information about the project. Later on, when the draft ESIA was issued, a second round of public consultation started in April, 2018. The results of the public consultation are now being incorporated into the final version of the ESIA. The Bank considers the public consultation process so far to be adequate. Nonetheless, the Bank will review the public consultation processes carried out during the subsequent appraisal of schemes allocated under this framework loan.

## **Other Environmental and Social Aspects**

Specific E&S monitoring arrangements will be reviewed during the subsequent appraisal of individual schemes and reported in individual ESDS.

## **Conclusions and Recommendations**

The schemes expected to be financed under this framework loan seem acceptable for EIB financing. The preliminary assessment of the current version of the ESIA for the major scheme, the metro: identifies the major areas of concern from an environmental and social point of view and it shows relevant mitigation measures. The preliminary assessment also demonstrates that the capacity to manage the environmental and social components of the project will be sufficient and that there will be a satisfactory resettlement policy framework.

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Support to the promoter to enhance its capacity is being implemented with the support of the multilateral development banks involved. It may be that additional technical assistance is needed. If so, this will be provided.

Each scheme to be financed requires further due diligence and the Bank's approval that will be published in an ESDS. Additionally the following disbursement conditions will apply:

Before 1st disbursement:

- Final version of the Resettlement policy framework to the satisfaction of the Bank and endorsed by the Promotor;
- Preparation of a Stakeholder Engagement Plan outlining the ongoing and foreseen consultation process with the Project Affected Peoples (PAPs) and including an accessible project wide Grievance Mechanism to the satisfaction of the Bank.

Before any following allocations:

- Final version of the relevant RAP, if any, to the satisfaction of the Bank and endorsed by the Promotor;
- Final version of the relevant ESIA and Environmental and Social Management Plan (ESMP), if any, to the satisfaction of the Bank;
- Confirmation that the Project Management Office and supervision teams include environmental and social experts to implement the ESMP and RAPs, to the satisfaction of the Bank;
- The Archaeological permit issued by the relevant Authorities to allow covering or relocation of the archaeological sites –whenever required by the nature of the works under the allocation.

In addition, the Bank will seek the following undertakings from the Promoter related to:

- Promoter to implement the project in accordance with the agreed ESMP, RPF and RAP(s);
- Promoter to implement the project in accordance with agreed Stakeholder Engagement Plan;
- Promoter to report (yearly, as part of the Project Progress Report) on the status of RAP and EMP implementation, and every time that there is a need to update the documents;
- Promoter to present mid and end of term evaluation of RAP(s) implementation prepared by a third party;
- Promoter agrees to maintain the PIU and the E&S unit, and inform us of any changes during project implementation;
- The Promoter will ensure that all the contracts under this project will comply with ILO core labour standards. Contractors shall ensure occupational and community health & safety as part of their works contracts.

Further disbursement conditions may arise when doing the due diligence of the specific allocations.