

Classification and Environmental and Social Strategy (ESS) Line 2 of the Bogotá Metro – COLOMBIA

Original language of the document: Spanish
Issuance date: November 22, 2022

1. Project Scope and Objective and IDB Invest Participation

Line 2 of the Bogotá Metro (“L2MB” or the “Project”) will be developed in the city of Bogotá, in the districts of Chapinero, Barrios Unidos, Engativá, and Suba. The Project includes a 15.5 km subway line and 11 stations, ten of them underground and one elevated. Its route will start in the northeast of the city (72nd Street and 10th Street) and will end in the northwest area (Fontanar del Río) next to the Bogotá River, where the workshop yard will operate. The Project consists of three standard sections: i) a 14.3 km long tunnel section (92% of the route); ii) a 0.3 km long trench section (transition from tunnel to viaduct) (2% of the route); and iii) a 0.9 km long viaduct section (6% of the route).

The Project, which seeks to contribute to the economic growth and productivity of the District of Bogotá by improving public transportation, has the following specific goals: i) achieving higher levels of mobility, connectivity, safety, and comfort in transportation for the beneficiary population; ii) reducing pollutant and greenhouse gas (“GHG”) emissions; and iii) improving air quality in the corridor where it will operate and in its area of influence.

2. Classification and Environmental and Social Strategy

The project has been pre-classified in Category A, in accordance with IDB Invest's Environmental and Social Sustainability Policy since it will generate the following environmental, social, and occupational health risks and impacts: i) the physical and economic displacement of the population resulting from the acquisition of approximately 800 properties and affecting more than 1,800 socioeconomic units, ii) interaction with critical habitats such as the *Sitio Ramsar Complejo de Humedales Urbanos del Distrito Capital de Bogotá*, iii) interference with vehicular traffic (including road closures) during the construction of stations and ventilation shafts; iv) significant generation of excavation material, debris (from demolition), and solid and hazardous waste (asbestos-containing materials, waste cement, paint residues, solvents, oils, etc.); v) increased heavy truck traffic used to transport construction and excavation material; vi) increased health and safety risks due to the use and disposal of hazardous materials and the use of warehouses for their disposal; and vii) increased dust, noise, and vibrations. These risks and impacts, which are expected to be of significant magnitude and importance, are common for large infrastructure projects and can be managed by implementing robust environmental and social plans complemented by effective oversight.

L2MB has an Environmental and Social Impact Assessment (“ESIA”) that includes: i) the identification of direct, indirect, and cumulative impacts and socio-environmental risks; ii) environmental and social

management plans that contain activities grouped under various programs aimed at managing the identified undesirable impacts; and iii) a detail of the permits required by the Project for its pre-operational and construction stage.

The Environmental and Social Due Diligence ("ESDD") process will analyze, among others, the following issues: (i) the social units to be physically or economically displaced by the Project (resettlement plan); (ii) the interaction of the Project with the Juan Amarillo or Tibabuyes Wetland and the review of the proposed impact management plans and programs in such area; (iii) the areas where the ten subway stations and the elevated station will be built; (iv) the workshop yard; (v) the areas where excess material, debris, and solid and hazardous waste will be deposited; and (vi) the proposed environmental, social, and occupational health and safety management plans.

Based on the information received and reviewed so far the Performance Standards ("PS") that the Project is likely to trigger are: i) PS1: Assessment and Management of Environmental and Social Risks and Impacts; ii) PS2: Labor and Working Conditions; iii) PS3: Resource Efficiency and Pollution Prevention; iv) PS4: Community Health, Safety, and Security; v) PS5: Land Acquisition and Involuntary Resettlement; vi) PS6: Biodiversity Conservation and Sustainable Management of Living Natural Resources; vii) PS7: Indigenous Peoples; and viii) PS8: Cultural Heritage. The final determination of the PS triggered by the Project will be done by the end of the ESDD process.

Once the ESDD process is completed, an Environmental and Social Review Summary ("ESRS") and an Environmental and Social Action Plan ("ESAP") will be prepared and published on this website.

3. Additional Information

For questions about the Project please contact Metro de Bogotá

Name:	Javier Flechas Parra
Title:	Engineering and Iron and Steel Project Planning Manager
Phone number:	+57 313 3905287
Email:	javier.flechas@metrodebogota.gov.co

For questions and comments to BID Invest, please contact:

Name:	BID Invest Communication Group
Email:	requestinformation@idbinvest.org

In addition, affected communities can access IDB Invest's Independent Consultation and Investigation Mechanism (ICIM) as follows:

Phone number:	+1 (202) 623-3952
Fax number:	+1 (202) 312-4057
Address:	1300 New York Ave. NW Washington, DC. USA. 20577

Email: mecanismo@iadb.org or MICI@iadb.org