Appraisal Environmental and Social Review Summary
Appraisal Stage
(ESRS Appraisal Stage)

Date Prepared/Updated: 03/25/2020 | Report No: ESRSA00595
BASIC INFORMATION

A. Basic Project Data

<table>
<thead>
<tr>
<th>Country</th>
<th>Region</th>
<th>Project ID</th>
<th>Parent Project ID (if any)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ukraine</td>
<td>EUROPE AND CENTRAL ASIA</td>
<td>P170290</td>
<td></td>
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</tbody>
</table>

Project Name: Kyiv Urban Mobility Project

Practice Area (Lead) | Financing Instrument | Estimated Appraisal Date | Estimated Board Date

Borrower(s) | Implementing Agency(ies)
Ukraine | Kyiv City State Administration

Proposed Development Objective(s)
The Project Development Objective is to enhance and demonstrate Kyiv City State Administration’s ability to prepare, and execute major investments in urban public transport that improve urban mobility, accessibility, and amenity in support of inclusive development for Kyiv’s residents.

<table>
<thead>
<tr>
<th>Financing (in USD Million)</th>
<th>Amount</th>
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</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
<td>41.25</td>
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</table>

B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?
No

C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]
The proposed project would support the implementation of key projects and institutional actions to improve the urban mobility in Kyiv. The project would include: (i) the preparation of the detailed design for a Rapid Transit System connecting Troyeshnya to the center of Kyiv; (ii) the extension of Borschchivka tramway from Vokzalna to Palats Sportu and upgrading works at Vokzalna square; and (iii) institutional suppprt to improve transport planning practices in Kyiv.
D. Environmental and Social Overview

D.1. Project location(s) and salient characteristics relevant to the ES assessment [geographic, environmental, social]

Kyiv, the capital of Ukraine, has a population of 2.9 million and covers an area of more than 835 km². Kyiv’s landscape features rolling hills, crisscrossed by some deep ravines. Air pollution is the major environmental issue, with emission levels regularly exceeding maximum allowable concentrations. About 70-80% of atmospheric emissions are caused by vehicular transport. Noise pollution in the city center regularly exceeds 70-75 dBA during daytime and 50-60 dBA at night.

In addition to its resident population, Kyiv hosts another 500,000 daily commuters. Both private car ownership and public transport use are on the rise. While the public transport network provides extensive coverage, the quality of service is poor reflected by the low accessibility of some areas; the condition of the rolling stock; aggressive driving behavior; low and unreliable frequency of service; poor infrastructure for shelters and interchange hubs; poor user information; and lack of an integrated fare system.

Accessibility, availability and affordability of reliable transport is a main issue for the daily commuters, particularly for lower income households, the elderly, women and children. Spatial disparity with respect to household income levels in Kyiv is such that low income groups have lower mobility. In addition, most of the transport users from these areas make in average at least one transfer, that leads to additional travel costs due to lack of fare integration. Private marshrutkas also pose problems for the traveling public – including failure to honor concessionary fares for students and the elderly; failure to accommodate passengers with reduced mobility; and a reported prevalence of sexual harassment, particularly in crowded vehicles.

The Component 1, for which the Bank would provide a TA to develop Feasibility Study, conduct environmental and social screening of alignments as part of the assessment of alternatives, and prepare draft ToR for further design work (including a full-scale ESIA), is in its very early stage of design. At the moment, 6 possible design options are considered including (i) construction/reconstruction of one of 3 bridges across river Dnipro and reconstruction of adjacent areas that are currently used for water protection strips, natural zones (such as gardens, local parks and green zones, with proximity to local natural reserve sites), industrial warehouses and inactive industrial zones (former factories which may pose the risk of historical pollution), and residential houses on privately-owned lands, etc.; (ii) reconstruction of four city streets to establish/launch bus/tram/tram-train routes that will likely impact multiple private and public businesses and communal infrastructure facilities, old buildings of some historical value; (iii) reconstruction of tram line and railway; and (iv) construction of metro station and interconnection to railway. Overall, Component 1 would cover about 20% of Kyiv City administrative area.

The Component 2 would extend Borshchahivka tramway by about 4 km through the city center. The tramway would not expected to affect natural or man-made green areas or parks, nature preservation sites or zoos, and would traverse roads with street trees planted on one side of the road. The closest city park – A.V.Fomin Botanical Garden – is 150 m to the north of the route (this proximity is for the length of one city block, then the proposed tram route turns to different direction), the closest national historical monument – Sofia Cathedral – is located 1 km to the north, there are also few buildings of local cultural value along the route). All the route options cross one water body - river Lybid which runs in the underground tunnel closer to Vokzalna square. Flooding may be an issue during spring time so drainage should be considered carefully in the design.

Streets considered for the alignment of the Component 2 are of two types; 1) one-way streets with 4-5 lanes and pedestrian sidewalk on both sides and 2) two-way street running up to Vokzalna square with pedestrian sidewalk on both sides. The outer lanes on both sides are usually used for parking of private cars. Streets have both residential and office buildings, numerous small businesses (pharmacies, florists, barber shops, restaurants and cafes, press, parking lot etc.). All streets are used in public transport routes (both municipally-run and business-owned marshrutkas). There are multiple utility service lines of communal infrastructure pipes (telecommunication, water supply, sewage,
drainage, district heating, gas supply etc.) under the streets and their exact placement and available space will influence the choice of final alignment. The expansion of tram line may require the utility service lines to be readjusted/relocated. The tram line would travel from the main train station to Sportyvna square which is a big cultural/business hub. The tram line would pass close to central bus station for inter-city buses. The Component 2 also includes the main city center interchange hub (Vokzalna square), connecting the rail station, metro, buses (touristic, city public transport and inter-city), taxis and private cars.

D. 2. Borrower’s Institutional Capacity

The proposed project will be implemented by the Kyiv City State Administration (KCSA) and specialized communal entity Kyivpastrans (KPT).

KCSA consist of several sub entities/departments which are responsible for city planning, transport management and administration. Although the KCSA does not have previous experience working with the Bank, it has some experience working with other IFIs (KfW, NEFCO etc.). The Bank’s transport, social, and environmental staff have also supported other agencies linked to KCSA over the past few years; therefore some of the staff have knowledge and understanding on the Bank’s environmental and social requirements and procedures.

KPT consists of several departments which are responsible for construction projects, rolling stock and transport infrastructure maintenance, payment collection services and overall management of city public transport system. KPT has minor experience working with other IFIs (EBRD loan for rolling stock update) but none that involved construction projects.

Project implementation will involve numerous parties including but not limited to Kyiv Road Agency, Center for Traffic Management, Municipal Enterprise Kyivtranspark service, National Police, Municipal Enterprise Kyivshlyahmist, Kyivpastrans along with Kyiv City Administration, resulting in complexity of the project implementation and need for additional focus on environmental and social compliance.

While KCSA remain the overall agency responsible for the project, KPT will act as PIU for the project and will perform day-to-day management and supervision duties. For the preparations stage, KPT has assigned specialist from environmental and capital construction departments to oversee preparation of ESF instruments and public consultations. However, the implementing agency’s capacity for social and environment risk management is weak and will require technical support to strengthen implementation capacity. For example, there is a need to establish a system of environmental and social screening of investments, their risk classification, application of risk mitigation hierarchy to manage negative impacts of investments, compliance monitoring, and reporting. The existing citizen appeals system, mandated by Ukrainian legislation, will need strengthening to meet the expected grievance redress mechanism standards mandated by the Bank’s ESF.

Ukraine’s environmental legislative and regulatory framework has been updated to be in compliance with comparable European standards; however, the monitoring and enforcement mechanisms remain weak. Social risk management procedures and regulations dealing with land acquisition, resettlement, and compensation are also inadequate to address the requirements of the ESF. Therefore, further capacity-building of KCSA and KPT will be needed in the areas of land acquisition, resettlement, and compensation; stakeholder engagement, including inclusive urban and infrastructure design and implementation; labor management and working conditions; and community health and safety. Hence, borrower’s capacity to manage environmental and social risks need to be developed through project specific training on ESF and for environmentally and socially responsive sub project planning and implementation. The borrower can also engage qualified support either from external consultants or from other parties involved with the
The World Bank
Kyiv Urban Mobility Project (P170290)

project. The Borrower’s environment and social implementation will be assessed regularly based on project reports and site visits during implementation review.

II. SUMMARY OF ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)  

Environmental Risk Rating  

Overall, the Environmental Risk Rating is Substantial, primarily due to the scale of potential adverse impacts and risk mitigation for Component 1, also low capacity of the Client to manage environmental issues. Component 1 is a TA and does not involve any civil work financed under this project. However, the potential adverse impacts and risk mitigation that must be identified and planned for are significant both in magnitude and probability due to the large-scale of proposed project and its setting amidst both industrial and natural zones of the city. For Component 2, the potential adverse risks and impacts of civil works supported by the project are predictable and site-specific, limited in duration (construction phase) and can be easily mitigated with the application of modern construction practices. The physical works to be undertaken are of medium scale and they take place in an urban setting on and around existing roads; therefore, the expected environmental risks can be mitigated with proper assessment and planning. These risks may include exposure to historical pollution at industrial sites within the project’s footprint; increased pollution due to improper care, handling and storage of construction material and waste; generation of excessive noise and dust levels from trucks and other construction machinery; soil disturbance during earth works; tree-cutting and loss of vegetation along roadsides; health and safety impacts caused by construction impediments on traffic safety situation (both for vehicles and pedestrians) due to narrowing of the roads and pavements; temporary impact on cross drainage; and, possibly, water/soils quality impacts in case of construction pollution. Based on the previous experience, hazardous waste like asbestos lagging for utility pipes is not a likely issue in the affected municipal infrastructure (sewage pipes, heating pipes etc.).

As described below, the borrower has prepared: 1) for Component 1, Terms-of-Reference for a full-scale Environmental and Social Impact Assessment and Environmental and Social Management Plan (ESIA/ESMP) for the proposed project; and 2) for Component, 2 an ESIA/ESMP for the planned works.

Although the Client has some experience with the previous international projects, there is no experience and limited capacity in applying the ESF; therefore, significant efforts will be required to build the capacity of in the application of the new ESF.

Social Risk Rating  

No adverse social impacts or risks including physical or economic displacement anticipated under the component 1 since the investments are mostly to support feasibility studies and technical designs. However, civil works supported under the component 2 may cause economic displacement, temporary impacts on private assets and businesses, and disruptions to residents and local businesses. Also there might be damages to urban utility service lines, temporary access restrictions to residences and parking lots during constructions. Although land in urban areas is managed by KCST, a large extent of land in the Vokzalna Square and main transit area are still under influence of a few power holders who may have political stake and opposition for some of the proposed interventions. Private marshrutka operators who are having major stakes and profit making business in providing public transport may also oppose...
certain interventions. In addition to political power holders and private sector transport service providers, there are a range of stakeholders who may have different level of interest and stake in the project and therefore stakeholder engagement will be a challenging task.

Social risks with respect to road safety, public transport of Kyiv could be greatly reduced through the improved through inner-city connections and infrastructures under the component 1. Road accidents in Kyiv center and suburban road networks reported to have three times more fatality prone than some of its European peers, of road accident deaths rates compared with peer cities. The main issues of the project would be during construction period. Kyiv City residents make frequent trips to destinations within the city proper, for their jobs and to access services. The implementation of the project requires a comprehensive communications and public information campaign with messages to inform Kyiv residents of the project objectives and how it will change the way they travel, including route restructuring and Communication with affected passengers on specific routes as how their commute will change and the new options they will have for travel during the implementation of route changes. The social risk not having well-planned public outreach may cause complains from commuters, residents, and possible reputational risks as well.

Considering the above contextual, institutional and construction related impacts and risks, overall social risk rating is ‘substantial’.

B. Environment and Social Standards (ESSs) that Apply to the Activities Being Considered

B.1. General Assessment

ESS1 Assessment and Management of Environmental and Social Risks and Impacts

*Overview of the relevance of the Standard for the Project:*

This standard is relevant.

Both environmental and social risks are rated as substantial. Two categories of risks are recognized: one, as related to the impacts of the project activities; and the other, contextual. The former relates to: civil works related environmental disturbances, health and safety of workers and the public, and possible economic displacement. The latter, contextual risks, at times, could have a bearing on occupational and community safety.

Environmental risks are limited to the impacts associated with roadworks and tram line construction in urban setting such as: (i) air pollution and noise from trucks and other construction machinery; (ii) soil disturbance during earth works; (iii) tree-cutting and loss of vegetation; and (iv) generation and disposal of construction and household solid waste.

For Component 2, the borrower has prepared: (i) an ESIA/ESMP which covers environmental impacts (air pollution, noise/vibration, soil disturbance, possible construction-related contamination of soils and ground waters, waste generation, OHS issues and emergency situations, etc.) and social impact (community health and safety, service disruptions etc.), as well as associated mitigation measures; (ii) a Resettlement Policy Framework (RPF) to lay out processes and procedures to manage loss of land and non-land private assets; and (iii) a Stakeholder Engagement Plan (SEP) that outlines how the project will engage stakeholders during planning, construction, and implementation stages of the project, and Labor Management Procedure that outlines the use of different types of workers.

For Component 1, in order to identify baseline conditions and assess potential impacts which might include economic and physical relocation, construction-related impacts (noise, dust, general disturbance to public and nature biotops etc.), issues related to historical pollution of industrial zones etc., the Borrower has prepared a TOR for ESIA (which
will include Labor Management Procedures an annex), a TOR for RPF and a ToR for SEP, to be prepared during implementation.

ESIA/ESMP, RPF, LMP and SEP were disclosed and will be consulted by the Borrower by the end of appraisal. The borrower has also prepared a draft Environment and Social Commitment Plan (ESCP) that details the timing for preparing the following instruments: (i) design stage ESIA/ESMP for works financed under component 2 under Ukrainian legislation (aka OVD) and ESS 1; (ii) a Resettlement Action Plan (RAP) for the works proposed under component 2; (iii) environmental and social screening for design options and update of ToR for design stage ESIA/ESMP, RPF, SEP and LMP for component 1; and (iv) a capacity building exercise to strengthen the implementing agencies Environmental and Social risk management for future developments outlined under component 1. The ESCP also includes requirements that the Contractor for Component 2 to produce Contractor’s ESMP, Labor Management Procedure, Grievance Redress Mechanism for Contractor's personnel, and Environmental, Social, Health and Safety Code of Conduct – requirements to prepare all of these to be included into bidding documents for civil works contractors. The ESCP also includes a commitment to develop a Traffic Management Plan for construction and operation stage of component 2.

There is a low risk of labor influx as most civil works are expected to be conducted by local workers. Gender Based Violence (GBV) risk is also estimated to be Low based on the scale of activities, existing analysis of the country context on GBV, and of referral mechanisms and support services. Nevertheless, GBV prevention measures, such as adoption and enforcement of Codes of Conduct, will be included in the ESMP and LMP.

An important aspect in project preparation should focus on disadvantaged and vulnerable groups in Kyiv. Refugees, or other traditionally known vulnerable groups, there are some groups such as the homeless, street children, the elderly, and the disabled who may be impacted adversely by the project, especially during the construction period. There is no concrete data available on the homeless, though 2015 estimates indicated around 40,000 homeless people in Ukraine concentrated mainly in cities. Among the homeless, elderly, migrant workers, and unemployed youth (men) are the vulnerable groups relevant to the project. Kyiv has Centers for helping the homeless re-socialize and return to their communities. In planning and implementing major interventions like tram lines, city infrastructure development should pay proper attention towards minimizing negative project impacts on these vulnerable groups.

Additionally, attention should be paid to ensuring that public transit is safe and hassle free for all users (women, youth, the elderly, the disabled, commuters, tourists, etc.). In addition, the detailed design for a Rapid Transit System connecting Troyeshnya to the center of Kyiv should also take into account the transport needs and demands of vulnerable groups, and ensure no disproportionately large impact will fall on them. For Component 1, environmental and social screening will be performed as a part of TA, which will cover detailed baseline assessment and inform the choice of the most sustainable option among the six currently under consideration. As a result, draft ToR for ESIA/ESMP and ToR for RPF which were prepared and disclosed prior to appraisal will be elaborated and finalized to cover all the relevant environmental and social issues uncovered in the course of TA works.

ESS10 Stakeholder Engagement and Information Disclosure

This standard is relevant.
Urban transport and city development programs require systematic and intensive engagement of stakeholders to implement them effectively and successfully. There are a wide range of stakeholders to be consulted which may include political power holders at city and national level; transport operators (both public and private); business and trade organizations; civil society organizations; other public sector institutions who have large number of workforce commuting to the city for work; and the general public. Some of the stakeholders identified include, Ukrainian Association of Transport Planning and Modelling; Ukrainian Business Association; Kyiv Metro; Ukrainian Railways; Research Institute of Social and Economic Development of the City (RISEDeC); Institute of the General Plan of Kyiv; Municipal Utility Organizations; and other local groups, especially NGOs representing women, youth, the elderly, and the disabled. Tailored engagement measures would also be needed to involve different sets of stakeholders including disadvantaged and vulnerable groups. Kyiv City Administration have prepared an SEP aiming for meaningful consultation in a participatory manner. The SEP covers the entire project including both Component 1 and 2. KSCA have conducted number of focus groups and field interviews that informed the public about planned project activities conducted by a third-party consulting company. The SEP mapped project-affected persons and other interested parties, summarized their views on preferred modes of engagement throughout the project, proposed stakeholder engagement activities with the respective implementation roles, timeline and budget to be carries out through the life of the project. Kyiv City Administration will also have to ensure that project related consultations are inclusive and accessible (both format and location). The draft SEP will be disclosed prior to appraisal and will be updated, as necessary, during implementation. The project will also require a robust communication and public outreach strategy to inform communities candidly about impacts and benefits as well as the schedule and scope of works so that residents can plan accordingly. Inputs received from stakeholders will be taken into consideration in the routing and other relevant aspects in the detailed design of the Rapid Transit System connecting Troyeshnya to the center of Kyiv.

B.2. Specific Risks and Impacts

A brief description of the potential environmental and social risks and impacts relevant to the Project.

ESS2 Labor and Working Conditions

This standard is relevant.

Project workers will include direct workers (KCSA/KPT staff and consultants), and contracted workers (employees of civil works contractors and sub-contractors under the Component 2, as well as of the consultants hired under the Component 1). The project will be implemented in densely populated urban areas with high absorption capacity to the inflow of external workers, and would primarily rely on supply of construction materials and workforce from the local market, hence no substantial risk of child and forced labor is expected. The borrower has prepared an LMP for the entire project outlining the expected number and type of workers, key gaps between national legislation and regulations that need to be addressed at the project level, as well as monitoring and supervision arrangements. Key aspects of the LMP pertaining to contracted workers hired under the Component 2, such as Occupational Health and Safety (OHS), adequate working conditions, adequate living conditions in the unlikely event of work camps, a functioning grievance and redress mechanism for contracted workers, will be included in Contractors' ESMP. Bidding documents will make explicit references to these aspects to ensure the commitment of selected contractors to adhere to ESS2 principles. The LMP will also provide for procedures to manage the employees of the consultants hired under the Component 1. The task team will review the borrower’s internal HR procedures to ensure
consistency with ESS2 and WBG EHS Guidelines requirements and propose any gap filling measures. Ukraine's legislation on labor and working conditions is relatively advanced. The Labor Code includes measures on equal opportunity and non-discrimination, regulates hiring and firing procedures, allows for collective organization and bargaining; however, it lacks the requirement to establish worker’s grievance mechanism. Such mechanism will need to be established at project level.

ESS3 Resource Efficiency and Pollution Prevention and Management

The ESIA includes sections on resource efficiency and Pollution Prevention and Management. According to the ESIA, Component 2 will generate about 4.7 t of atmospheric emissions (3.1 t of CO and 1 t of NO2) due to construction traffic and construction processes on site (welding, painting etc.). Air pollution would be managed through application of modern pollution prevention techniques and use of properly operating equipment. Waste generation during construction – up to 20 thousand t of construction and municipal waste (such as oils, soiled sand and rugs, car tires, metal scraps, used PPE, plastic and rubber, construction debris), during operation – 21 t (waste generated during washing the tram tracks). Further assessment of risks and impacts and proposed mitigation measures related to relevant requirements of ESS3, including raw materials, water use and possible ground water pollution during construction, air pollution will be further elaborated in the design stage ESIA/ESMP for Component 2 (aka OVD).

ESMP for Component 2 stipulates that, as a part of Contractor’s ESMP, a Waste Management Plan should be develop to outline practices for collection, storage, transportation and disposal of construction waste, including hazardous waste.

ToR for ESIA under Component 1 also includes requirement for assessment of waste generation and development of Component 1 Waste Management Plan at the design stage.

ESS4 Community Health and Safety

This standard is relevant.

Construction of tram lines and reconstruction of traffic junctions (such as Vokzalna square) under Component 2 are associated with dusts/noises, soil disturbances, traffic management, waste disposal, possible contamination of water supply and associated disturbance to local communities. The ESIA/ESMP includes measures to address work related health risks; works and road safety; excessive noise and dust levels; site safety awareness; traffic management; and access restrictions in accordance with international best practice and WBG EHS Guidelines.

The project will ensure community safety during the works by adopting adequate OHS protocols following the World Bank Group Environmental Health and Safety Guidelines. Partition of construction area by putting in place fences, signaling, mitigation measures to control excessive noise and dust levels, and secure access to the area in the adjacent buildings for the office workers and public use will be ensured through a robust mitigation and management plan in the design stage (and Contractor’s) ESIA/ESMPs (aka OVD). Detailed design will also consider climate change-related risks (such as flooding risk) and appropriate mitigation measures would be developed in the design stage ESIA/ESMPs (aka OVD), this commitment is specified in the ESCP.

As per ESCP, Community Health and Safety protocols for operational stage would be developed by the Borrower before commissioning stage and will be in compliance with international best practice and WBG EHS Guidelines.
KCST will identify, evaluate, and put in place a mechanism to manage potential road safety risks and risks to workers, nearby communities and other road users in relation to Component 2.

A GRM for the public will be prepared and consulted on with local communities during project preparation. The Contractor will be required to appoint designated social staff as part of the SEP plan who will keep local communities informed of construction schedule, expected impact and other issues of interest for them, and receive grievances or feedback from them.

At present, there is no expectation that security forces will be used during construction.

ToR for ESIA under Component 1 covers requirement to assess community health and safety risks and develop comprehensive set of measures to secure compliance with ESF requirements and WBG EHS Guidelines.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

This standard is relevant.

As per the proposed interventions, Component 1 is only to support Feasibility Studies including preparation of the detailed design of a Rapid Transit System connecting Troyeshyna to the center of Kyiv which is a TA component and no civil works involved. This includes analysis of alternatives including the preliminary assessment of social and environmental assessments as inputs, and financial and economic assessment as well as the detailed assessment of selected alternative. An RPF will be prepared based on the TOR prepared during preparation as part of the TA process during implementation, in order to provide policies and procedures to minimize social risks associated with the detailed designs of Rapid Transit System. In order to ensure that the development of detailed project designs under Component 1 will be conducted in line with the ESS 5, the ToR for RPF has been prepared by the Borrower, and the ESCP includes commitment by the Borrower to develop RPF for Component 1 based on the ToR and in line with the ESS 5.

For Component 2 (the new tram line), no major physical displacement or land acquisition is expected. However, potential relocation of approximately 5-10 shops are expected along the possible tram alignments. Shops/vendor stalls along the alignment or in the square may also be impacted by works). The exact tram line route is not known yet. Therefore, borrower has prepared an RPF, and has committed to prepare respective RAPs and/or Livelihood Restoration Plans once design is completed during the implementation.

Kyiv City State Administration and Kyivpastrans has no prior experience or knowledge to prepare the social due diligence documents listed above and therefore they need to outsource this task to an experience agency or consultant.

ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources

Based on the screening against ESS 6, this ESS is not currently considered relevant to the project. Relevance of this ESS for both Components will be continuously assessed during project implementation.

ESS7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities

Based on the screening against ESS 7, this ESS is not considered relevant to the project.
ESS8 Cultural Heritage

This standard is relevant.

There are no known places of historical/cultural importance other than the city synagogue which is situated in the same block as the new line’s end stop, about 100m away.

Although the moderate scale activities envisaged are not expected to have direct physical impact on any physical cultural heritage, there is the possibility of chance finds of cultural or archaeological significance when working in Kyiv. The for Component 1, the ESIA/ESMP Terms-of-Reference will ensure analysis of the proposed project for these aspects and details on “chance find” procedures to be included in the final ESIA/ESMP. For Component 2, the ESIA/ESMP includes a section on protection of Cultural Heritage as well as proper "chance find" procedures.

ESS9 Financial Intermediaries

This standard is not currently relevant as no financial intermediaries are party to the project implementation modality.

C. Legal Operational Policies that Apply

OP 7.50 Projects on International Waterways

The project does not impact international waterways.

OP 7.60 Projects in Disputed Areas

The project does not include activities in any disputed area.

III. BORROWER’S ENVIRONMENTAL AND SOCIAL COMMITMENT PLAN (ESCP)

<table>
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<tr>
<th>DELIVERABLES against MEASURES AND ACTIONs IDENTIFIED</th>
<th>TIMELINE</th>
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<tbody>
<tr>
<td>ESS 1 Assessment and Management of Environmental and Social Risks and Impacts</td>
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<tr>
<td>Organizational structure: Establish an organizational structure/Project Implementation Unit with qualified staff to support management of risks including Social and Environment Specialists, and Public Relations/Stakeholder Engagement Specialists responsible for ensuring full compliance with the ESF and relevant instruments.</td>
<td>06/2021</td>
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<tr>
<td>Maintain the structure throughout Project implementation.</td>
<td>06/2025</td>
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<tr>
<td>Undertake environmental and social screening of recommended Alternatives for Component 1 (Troeschina Rapid Transit Project - TRT) against key social and environmental risks; provide written social and environmental screening report and GIS maps in electronic format</td>
<td>02/2021</td>
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<tr>
<td>Develop final terms of reference for detailed Environmental and Social Impact Assessment for Component 1 (Troeschina Rapid Transit Project)</td>
<td>02/2021</td>
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Include provisions for safeguards tasks and instruments in tender documents and contract specifications so that detailed design tasks reflect phasing for activities such as the detailed Environmental and Social Impact Assessment that would occur in parallel with further work to prepare TRT.  

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<td>04/2022</td>
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Disclose draft ESIA for Component 2, undertake meaningful public consultation on it, finalize by incorporating relevant feedback and re-disclose thereafter.  

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Draft, disclose, discuss with stakeholders and finalize thereafter OVD (Ukrainian standard of the ESIA) for Component 2 prior to tendering of works.  

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Incorporate the relevant aspects of the ESCP, including requirement to comply with ESMP and Labor Management Procedures, into the ESHS specifications of the procurement documents for Component 2.  

Ensure that requirements to produce Contractor’s ESMP, LMP, Grievance Redress Mechanism for Contractor’s personnel, and ESHS Code of Conduct are included into bidding documents for civil works contractors.  

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Ensure that the contractors comply with the ESHS specifications of their respective contracts.  

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### ESS 10 Stakeholder Engagement and Information Disclosure

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Disclose, consult with stakeholders, finalize based on the received feedback and re-disclose SEP.  

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Implement SEP, report on the implementation of all activities in the SEP.  

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Establish and maintain a Project-level GRM.  

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### ESS 2 Labor and Working Conditions

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Implement Labor Management Procedures under Component 2.  

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Establish procedures for screening of GBV risks and apply throughout the project life.  

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Establish, maintain, and operate grievance mechanisms for direct workers and obligate contractors to provide GRM for their personnel (under Component 2).  

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Monitor processing of the received complaints (under Component 2).  

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Implement measures of protection at work and safety for jobs with increased risk of injury and damage to health, as well as organization of training for workers in such jobs. Ensure all Contractors adopt and implement OHS measures as detailed in ESIA.  

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### ESS 3 Resource Efficiency and Pollution Prevention and Management
Include measures to prevent pollution during construction and operation into Contractors’ ESMPs (including development of Waste Management Plan) following guiding principles of the ESS 3, ESIA and the WBG Guidelines for EHS, and duly applied.

**ESS 4 Community Health and Safety**

Measures to protect community health and safety during construction (including development and implementation of Traffic Management Plan) are included into Contractors’ ESMPs following guiding principles of the ESF and ESIA and duly applied.

Community Health and Safety protocols for operational stage of Component 2 are developed and implemented by the Borrower in compliance international best practice and WBG EHS Guidelines.

Detailed design and detailed ESIA/ESMP (aka OVD) consider emergencies risks (such as flooding etc.) and envisage mitigation measures to address these risks.

**ESS 5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

Disclose, discuss with stakeholders, finalize by incorporating relevant feedback and re-disclose draft Resettlement Policy Framework.

Draft, discuss with stakeholders, finalize and implement Resettlement Action Plans, as necessary.

Develop Resettlement Policy Framework for Component 1 based on ToR.

**ESS 6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

**ESS 7 Indigenous Peoples/Sub-Saharan African Historically Underserved Traditional Local Communities**

**ESS 8 Cultural Heritage**

Chance Finds Procedure is included into all civil works contracts and contractors are obligate to adhere.

**ESS 9 Financial Intermediaries**

B.3. Reliance on Borrower’s policy, legal and institutional framework, relevant to the Project risks and impacts

**Is this project being prepared for use of Borrower Framework?** No

**Areas where “Use of Borrower Framework” is being considered:**

The Borrower’s current Environment and Social Framework does require the development of comprehensive ESIA/ESMP for the construction of a tram line. However, due to the absence of methodological guidance, these instruments sometimes lack the depth and may be short on the scope to fit the requirements of the Bank’s ESF, particularly on social and labor requirements. Also, some of the required instruments (SEP, LMP, Traffic Management...
Plan, etc.) are not present in Ukraine’s Environment and Social Framework. Given all the restrictions mentioned above and bearing in mind Substantial risk of the Project, the Borrower’s Framework will not be used in full or part under the Project.

IV. CONTACT POINTS

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Borrower/Client/Recipient
Borrower: Ukraine

Implementing Agency(ies)
Implementing Agency: Kyiv City State Administration

V. FOR MORE INFORMATION CONTACT

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VI. APPROVAL

Task Team Leader(s): Dominic Pasquale Patella, Antonio Benigno Nunez
Practice Manager (ENR/Social) Satoshi Ishihara Cleared on 25-Mar-2020 at 08:10:40 EDT