



Appraisal Environmental and Social Review Summary

Appraisal Stage

(ESRS Appraisal Stage)

Date Prepared/Updated: 04/26/2021 | Report No: ESRSA01448



BASIC INFORMATION

A. Basic Project Data

Country	Region	Project ID	Parent Project ID (if any)
Ukraine	EUROPE AND CENTRAL ASIA	P170290	
Project Name	Kyiv Urban Mobility Project		
Practice Area (Lead)	Financing Instrument	Estimated Appraisal Date	Estimated Board Date
Transport	Investment Project Financing	4/22/2020	7/12/2021
Borrower(s)	Implementing Agency(ies)		
Ministry of Finance	Kyiv City State Administration		

Proposed Development Objective

The Project Development Objective is to improve urban mobility and accessibility and to strengthen Kyiv City State Administration’s capacity to plan and implement investments in public transport.

Financing (in USD Million)	Amount
Total Project Cost	38.70

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 Kyiv Urban Mobility Project will deploy an Investment Project Finance (IPF) loan from IBRD to Ukraine that will be on-lent to Kyivpastrans. The project will finance two complementary components. Component 1 “Borshchahivka Rapid Tram extension & Vokzalna Square enhancement” aims at an achievable and highly important improvement in urban mobility that would build KPT and KCSA’s implementation capacity so that larger, more ambitious projects become increasingly within reach. Component 2 “Strengthening Kyiv’s transport planning systems” will finance improvements to KCSA’s capabilities for transport planning. Together these interventions are meant to prepare KCSA for further initiatives aimed at transforming urban mobility in Kyiv. The project will also include a Contingency



Emergency Response Component that will initially have a US\$ 0 allocation as a standby option for responding to emergency situations if a need arises. Detailed descriptions of each component follow below.

Component 1: Borshchahivka Rapid Tram extension & Vokzalna Square enhancement (US\$ 35.91 million)

20. The project will extend the Borshchahivka Rapid Tram and upgrade Vokzalna square. Under Component 1, the project would finance extension of the Borshchahivka Rapid Tram from its current terminus outside of Vokzalna Square with a new station and turning loop within Vokzalna Square and on to a point near Palats Sportu metro station (approximately 3.5 route-km). In parallel, the project will finance an overall masterplan for Vokzalna Square and a first phase of infrastructure upgrades with a focus on segregating pedestrians from vehicular traffic, improving passenger amenity, and eliminating barriers that affect persons with disabilities. Specific activities that would be financed under Component 1 include:

As part of the Borshchahivka Rapid Tram extension:

- i. Field-based utilities validation and a flood risk assessment for Borshchahivka Rapid Tram’s extended alignment;
- ii. Detailed design and tender documentation for Borshchahivka Rapid Tram extension; and
- iii. Civil works for the extension of the Borshchahivka Rapid Tram tracks totaling approximately 8 track-km (3.5 km route-km in addition to a turning loop in Vokzalna Square).

As part of the Vokzalna Square upgrade:

- i. Development of the Vokzalna square master plan and a phasing program for upgrades;
- ii. Vokzalna Square phase 1 engineering design;
- iii. Accessible pavers and vehicle waiting / drop-off areas;
- iv. Passenger coverings at interchange points;
- v. Accessibility upgrades along passenger interchanges; and
- vi. Creation of a passenger amenity area.

Elements common to both the Borshchahivka Rapid Tram extension and Vokzalna Square upgrade:

- i. Accessibility audits to inform planning, design and post-completion assessment activities;
- ii. Supervision of civil works (via a consultancy contract); and
- iii. Civil works contingency, to be deployed as needed for project delivery.

Component 2 - Strengthening Kyiv’s transport planning systems (US\$ 1.70 million)

This component will finance technical assistance activities to support incremental expenses for project delivery and to strengthen KCSA’s transport planning systems. Areas of focus include upgrades to the Kyiv Urban Mobility Model (i.e. the city’s travel demand model), analytics to inform city-wide public transport fares policy, accessibility standards for common public transport works. Specific items that Component 2 will finance include:

- i. IT upgrades for KPT, the Urban Development and Architecture Department, and Master Plan Institute;
- ii. Surveys, gender disaggregated data collection, and updates to Kyiv’s transport model and master plan;
- iii. Training and skills development for KPT, the Urban Development and Architecture Dept., and Master Plan Institute;
- iv. The development of a revised fares policy for Kyiv Public Transport;



- v. The development of accessibility design guidelines for public transport works that meet 'Design for All' principles;
- vi. Consultancy support for KPT and other entities with responsibility for project implementation;
- vii. Mobilization of additional public reporting for transport systems in Kyiv; and
- viii. Procurement and financial management support for KPT.

Contingent Emergency Response (IBRD US\$ 0 million):

This zero-dollar component is designed to provide swift response in the event of an eligible crisis or emergency, by enabling the Government of Ukraine to request the World Bank to reallocate project funds to support emergency response and reconstruction. An Emergency Response Manual (“ERM”) shall be prepared by KCSA, which will specify implementation arrangements for the component, including its activation process, roles and responsibilities of implementing agencies, a positive list of activities that may be financed, environmental and social aspects, and fiduciary arrangements.

D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S 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 of 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 project will finance two complementary components. Component 1 “Borshchahivka Rapid Tram extension & Vokzalna Square enhancement” aims at an achievable and highly important improvement in urban mobility that would build KPT and KCSA’s implementation capacity so that larger, more ambitious projects become increasingly within reach. Component 2 “Strengthening Kyiv’s transport planning systems” will finance improvements to KCSA’s capabilities for transport planning. Together these interventions are meant to prepare KCSA for further initiatives aimed at transforming urban mobility in Kyiv. The project will also include a Contingency Emergency Response



Component that will initially have a zero allocation as a standby option for responding to emergency situations if a need arises.

Component 1 would extend Borshchahivka tramway by about 4 km through the city center. The tramway would not be 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 a 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 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 project area 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.

Component 2 will finance technical assistance activities to support incremental expenses for project delivery and to strengthen KCSA's transport planning systems. Areas of focus include upgrades to the Kyiv Urban Mobility Model (i.e. the city's travel demand model), analytics to inform city-wide public transport fares policy, accessibility standards for common public transport works.

Component 3 is a zero-dollar component designed to provide swift response in the event of an eligible crisis or emergency, by enabling the Government of Ukraine to request the World Bank to reallocate project funds to support emergency response and reconstruction. A Contingency Emergency Response Manual (CER Manual) shall be prepared by KPT, which will specify implementation arrangements for the component, including its activation process, roles and responsibilities of implementing agencies, a positive list of activities that may be financed, environmental and social aspects, and fiduciary arrangements.

D. 2. Borrower's Institutional Capacity

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 State Administration, resulting in complexity of the project implementation and need for additional focus on environmental and social compliance. The main implementing is specialized communal entity Kyivpastrans (KPT), while Kyiv City State Administration (KCSA) would support the project in communication outreach and feedback collection, as well as general supervision of project activities.

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. 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. 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.

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

Public Disclosure

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

A. Environmental and Social Risk Classification (ESRC)

Moderate

Environmental Risk Rating

Moderate

Overall, the environmental risk is rated as moderate. 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.). 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

Moderate

Civil works supported under the project 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, 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. 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 ‘moderate’.

Public Disclosure

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 moderate. 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.

To address the above, 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 (iv) Labor Management Procedure that outlines the use of different types of workers .

ESIA/ESMP, RPF, LMP and SEP were disclosed and consulted by the Borrower before 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 project under Ukrainian legislation (aka OVD) and ESS 1; (ii) a Contingency Emergency Response Manual (CER Manual) which will specify implementation arrangements for the component 3, including roles and responsibilities of implementing agencies, a positive list of activities that may be financed and environmental and social aspects; (iii) a Resettlement Action Plan (RAP) if required. The ESCP also includes requirements that the Contractor 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.

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.).

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 State City Administration and KPT have prepared an SEP aiming for meaningful consultation in a participatory manner. The SEP covers the entire project. 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 all project related consultations are inclusive and accessible (both format and location). The draft SEP was 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. In addition, due to the COVID-19 pandemic, additional steps may need to be taken to ensure that any outreach or consultation includes social distancing measures, appropriate technologies and other tools (email questionnaires, phone calls) to engage stakeholders.

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 (KSCA/KPT staff and consultants), and contracted workers (employees of civil works contractors and sub-contractors). 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 project, 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 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.

The COVID-19 pandemic imposes extra challengers for workers. To this end, following an assessment of needs, the project will include measures to: socially distance workers; provide them with PPE (including masks and hand sanitizers); develop a procedure for protection of workers in relation to infection control precautions and include these in the labor management procedures and in contracts; provide immediate and ongoing training on the



procedures to all categories of workers, and post signage in all public spaces mandating hand hygiene and PPE; ensure adequate OHS protections in accordance with General EHSs and industry specific EHSs and follow evolving international best practice in relation to protection from COVID-19, including, as appropriate, codes of conduct and WHO protocols.

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 1 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 the project (aka OVD).

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

ESS4 Community Health and Safety

This standard is relevant.

Construction of tram lines and reconstruction of traffic junctions (such as Vokzalna square) 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 the project.

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.

ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement

This standard is relevant.

Even though no major physical displacement or land acquisition is expected, there is 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 as required.

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 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

No



The project does not impact international waterways.

OP 7.60 Projects in Disputed Areas

No

The project does not include activities in any disputed area.

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

World Bank

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Borrower/Client/Recipient

Borrower: Ministry of Finance

Implementing Agency(ies)

Implementing Agency: Kyiv City State Administration

V. FOR MORE INFORMATION CONTACT

Public Disclosure



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VI. APPROVAL

Task Team Leader(s):	Dominic Pasquale Patella, Antonio Benigno Nunez
Practice Manager (ENR/Social)	Anne Olufunke Asaolu Cleared on 26-Apr-2021 at 14:36:25 GMT-04:00