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

Date Prepared/Updated: 03/19/2020 | Report No: ESRSC00930
### 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>
</tr>
</tbody>
</table>

**Project Name**
Kyiv Urban Mobility Project

**Practice Area (Lead)**
Transport

**Financing Instrument**
Investment Project Financing

**Estimated Appraisal Date**
3/13/2020

**Estimated Board Date**
9/3/2020

**Borrower(s)**
Ukraine

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

---

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

**Financing (in USD Million)**

<table>
<thead>
<tr>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Project Cost</td>
</tr>
</tbody>
</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 reforms 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 Borshchahivka tramway from Vokzalna to Palats Sportu and the reconstruction of Vokzalna square; and (iii) the institutional suppprt to improve the 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 is a main issue, affecting disproportionately lower income households, the elderly, women and children. Spatial disparity with respect to household income levels is clearly visible in Kyiv. In addition, most of the transport users from these areas make in average at least one transfer, what 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 provides TA to develop Feasibility Study, do environmental and social screening and draft ToR for further design work (including full-scale ESIA), is in its very early stage of design. At the moment, there 6 possible design options and between themselves they include 3 different bridges across Dnipro (one of which is a new bridge) with reconstruction of adjacent areas (areas include water protection strips, privately-owned lands, inactive industrial zones, active residential constructions etc.); reconstruction of four city streets (with multiple private and public businesses and communal facilities) to establish/launch bus/tram/tram-train routes; reconstruction of tram line and railway; construction of metro station and interconnection to railway – and overall all of this covers about 1/5 of Kyiv City.

The Component 2 route spans 3.5 km through the city center. There are no crossings with natural or man-made green areas or parks (only singular trees on the side of the roads), nature preservation sites or zoos. All the route options do not cross and water bodies (the closest river is Lybid, runs in the underground tunnel about 180 m away to the southwest) or complex geological forms; however, flooding may be an issue during spring time so drainage should be considered carefully in the design.

Both streets considered for the alignment of the Component 2 are presently one-way streets with 4-5 lanes and 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.). 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. All the utility service pipes would have to be readjusted/relocated. The tram line would travel from the main train station to Sportyvna, square which is a big cultural/business hub. It also includes the main city center (Vokzalna square) is a central interchange hub, connecting the rail station, metro, buses, taxis and private cars.

D.2. Borrower’s Institutional Capacity

The proposed project will be implemented by the Kyiv City State Administration (KCST). KCST consist of several sub entities which are responsible for city planning, transport management and administration. Although the KCST 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 KCST over the past few years; therefore some of the staff have knowledge and understanding on the Bank’s environmental and social requirements and procedures. However, 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, Municipal Enterprise Directorate for Road Structures’ Construction along with Kyiv City Administration, resulting in complexity of the project implementation and need for additional focus on environmental and social compliance. Directorate for the construction of road and transport structures will act as PIU for the Component 2 and will be delegated sufficient powers to perform day-to-day management and supervision duties. Overall, the implementing agency’s capacity for social and environment risk management is weak and will require significant 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 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 KCST 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 will be developed through project specific training on ESF and for environmentally and socially responsive subproject 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.

II. SCREENING OF POTENTIAL ENVIRONMENTAL AND SOCIAL (ES) RISKS AND IMPACTS

A. Environmental and Social Risk Classification (ESRC)

**Environmental Risk Rating**

The potential adverse risks and impacts of civil works supported by the project under the Component 2 are predictable and site-specific, limited in duration (construction phase) and can be easily mitigated with the application of modern construction practices. However, potential adverse risks and impacts under Component 1 are more significant both in magnitude and probability due to the large-scale of project and its setting in industrial and natural zones of the city. Overall, the Environmental Risk Rating is Substantial. Physical works envisaged under the project are of a medium scale and they take place in an urban and natural setting on and around existing roads, dwelling areas, river banks, green areas etc.; the expected environmental risks associated with the proposed construction can be mitigated with proper assessment and planning. These risks may include exposure to historical pollution at industrial sites affected by the project; increased pollution due 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; 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. As described under ESS1 below, the borrower will prepare an Environmental and Social Impact Assessment and Environmental and Social Management Plan (ESIA/ESMP) for the works proposed under Component 2 in order to identify and mitigate specific environmental risks, and ToR for full-scale ESIA to be prepared for the final design of Component 1.

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

Social Risk Rating Substantial

Civil works supported by the project under the component 2 may cause economic displacement, temporary construction induced impacts on private assets and businesses, and disruptions to residents and local businesses. Also there might be damages to urban utility service lines, access restrictions to residences and parking lots during constructions. A large extent of land in the Vokzalna Square and main transit area under various land ownership regimes including influence of a few powerful elites who may have political stake and oppose to the proposed interventions. The borrower has no prior engagement with Bank financed investments; their capacity for social risk management is weak. In addition, land acquisition and social risk management procedures in the country in general also a major concern. There are a range of stakeholders who may have different level of interest and stake in the project and therefore stakeholder engagement is critical and will be a challenging task. 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.

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:
The standard is relevant.

The environment and social risks is collectively 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. All the risks are identifiable and manageable.

Towards addressing these, during project preparation and prior to appraisal, the borrower will prepare, to the Bank’s satisfaction, and disclose: (i) a draft ESIA/ESMP and (ii) a draft Resettlement Policy Framework (RPF) for the component 2; (ii) a draft Stakeholder Engagement Plan (SEP) and a draft Labor Management Procedures (LMP) for the entire project; (iii) a TOR for ESIA and a TOR for RPF for for component 1 with the level of details determined by the progress of the on-going preliminary designs of the Component 1. The borrower jointly with the Bank will also prepare an Environment and Social Commitment Plan (ESCP) that details the timing for the finalization of the above mentioned documents as well for preparing the following instruments: (i) design stage ESIA/ESMP for works financed under component 2; (ii) a Resettlement Action Plan (RAP) for the works proposed under component 2; (iii) An
Environment and Social Management Framework (ESMF) RPF to address environmental and social risks and impacts associated with the detailed designs prepared under component 1; and (iv) a capacity building of key implementation agencies in proper environmental and social risk management of Component 1 and 2. In addition, the ESCP will also require the Contractor to prepare its own ESMP, LMP, Grievance Redress Mechanism (GRM) 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 will also include a commitment to develop a Traffic Management Plan for construction and operation stage of the Project. While GBV risk is Low, a GBV assessment will be conducted and GBV prevention measures, such as adoption and enforcement of Codes of Conduct, will be included in the ESMP and LMP based on the result.

An important aspect in project preparation should focus on disadvantaged and vulnerable groups in Kyiv. Even though, there are no ethnic minorities, 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. Main categories of homeless include elderly, migrant workers, and unemployed youth (men). 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 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 not fall on them.

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. Prior to World Bank involvement, the borrower prepared a feasibility stage ESIA (known as OVNS in Ukrainian legislation) for the Project (dated 2017). However, due to the change of legislation, a new Environmental and Social Impact Assessment (know as OVD in Ukrainian legislation) will have to be prepared for the Project. Therefore as stated above, prior to appraisal, the borrower will update and disclose the existing ESIA to be in compliance with both the new Ukrainian legislation and the ESF.

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 most sustainable option of the current six under consideration. As a result, ToR for ESIA prepared prior to appraisal will be elaborated and finalized to cover all the relevant environmental and social issues uncovered in the course of TA works.

Documentation and information available and reviewed as part of initial environment and social includes:

1) Project Feasibility Study;
2) Feasibility stage ESIA (OVNS);
3) Ukrainian Environmental Legislation;
4) Ukrainian Labor Code;
5) Field survey performed by the Bank Environment and Social Team;
6) The Kyiv City Development Strategy Until 2025- Executive Body of the Kyiv City Council (Kyiv City State Administration);
7) Ukraine Economic Update 2017
8) The World Bank Economic Challenges of Ukraine and Moldova – On the Way to the EU, Eastern Europe Studies Center 2015;
9) Country Gender Assessment of Ukraine World Bank 2016;
10) Issues and Options for Improved Land Sector Governance in Ukraine- World Bank and USIAD 2014;
11) Urban Issues of Ukraine Part 1, Analytic Research 2104 by Roman Pomazan;
12) Ukrainisation of Urbanisation—Sociology of the City in the Ukraine https://www.aspenreview.com/.../ukrainisation-of-urbanisation-sociology-of-the-city; and

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.

ESS10 Stakeholder Engagement and Information Disclosure
The 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 a 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; NPC “Ukrenergo”; Ukrainian Society for the Protection of Historical and Cultural Monuments; Research Institute of Social and Economic Development of the City (RISEDeC); Institute of the General Plan of Kyiv; Municipal Utility Organizations; City Scientific Information and Analytical Medical Statistics Center; 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 will prepare a Stakeholder Engagement Plan (SEP) for meaningful consultation in a participatory manner. The SEP will map project-affected persons and other interested parties, summarize their views on preferred modes of engagement throughout the project, propose stakeholder engagement activities with respective implementation responsibilities, timeline and budget to be carried out through the life of the project. Kyiv City Administration will also have to ensure that consultations are inclusive and accessible (both format and location). For Component 2 - Draft SEP should be disclosed prior to appraisal and will be updated, as necessary, throughout the project cycle (preparation and implementation). The project will also require a robust communication and public outreach strategy to inform
communities candidly about impacts as well as 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

The standard is relevant.
Project work force will include direct workers (Kyiv City Administration staff and consultants), and contracted workers (employees of civil works contractors and sub-contractors under Component 2, and consultants who will be employed to conduct Component 1. The project would primarily rely on supply of construction materials from the local market, hence no risk of child and forced labor is expected. The borrower will prepare an LMP for the 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, 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 workers, will be included in Contractors' ESMP. Bidding documents will make explicit reference to these aspects to ensure the commitment of selected contractors to adhere to ESS 2 principles. A LMP will be prepared including assessment of the borrower’s internal HR procedures to ensure consistency with ESS 2 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 standard is relevant.
The ESIA/ESMP will include sections on resource efficiency and Pollution Prevention and Management. According to the feasibility stage ESIA (OVNS, performed in 2017), 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 of III and IV hazard class (note: two least hazardous classes in Ukrainian classification for waste, include oils, soiled sand and rugs, car tires, metal scraps, used PPE, plastic and rubber, construction debris), during operation (waste generated during washing the tram tracks) – 21 t. Further assessment of risks and impacts and proposed mitigation measures related to relevant requirements of ESS3, including raw materials, water use, air pollution will be included, as much as possible, within scope of the preliminary ESIA/ESMP (updated feasibility ESIA) and further elaborated in the design stage ESIA/ESMP.
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 will also include requirement for assessment of waste generation and development of Component 1 Waste Management Plan at the design stage.

**ESS4 Community Health and Safety**

The 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, and associated disturbance to local communities. The ESIA/ESMP will include 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.

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. The ESIA/ESMP will assess the potential scale and risk due to natural hazards associated with flooding and landslides. Fencing will be installed around all construction sites and areas where there is a risk to community health and safety. 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 – this will be confirmed during appraisal.

The ESMF to be prepared in relation to the detailed design of a Rapid Transit System connecting Troyeshnya to the center of Kyiv measures will address ESS4 related risks and impacts under the component 1.

**ESS5 Land Acquisition, Restrictions on Land Use and Involuntary Resettlement**

The standard is relevant.

As per the proposed interventions, component 1 is only for preparation of the detailed design for a Rapid Transit System connecting Troyeshnya 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 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. If technical designs and feasibility studies provide sufficient details and site-specific information of the investments, preliminary/initial RAPs will be prepared instead of the RPF during the implementation. In order to ensure that the TA including the development of an RPF or RAP will be conducted in line with the ESS5, the TOR will be prepared satisfactory to the Bank before Appraisal, and the ESCP will include commitment by the Borrower to conduct the TA activities based on the TOR and in line with the ESS5.

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 (temporarily or permanently). The borrower will prepare an RPF prior to appraisal, and respective RAPs and/or Livelihood Restoration Plans once design is completed during the implementation. Kyiv City Administration 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 further reviewed during project preparation.

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

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 to be prepared for the Component 2 will include a section on protection of Cultural Heritage as well as proper "chance find" procedures. The ESMF to be prepared for the component 1 will include procedures to mitigate the potential risks on cultural heritage including at minimum 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. |

III. WORLD BANK ENVIRONMENTAL AND SOCIAL DUE DILIGENCE

A. Is a common approach being considered? | No |
Financing Partners
There are currently no other financing partners expected for the proposed tram line.

B. Proposed Measures, Actions and Timing (Borrower’s commitments)

Actions to be completed prior to Bank Board Approval:

1. Preparation of ESIA/ESMP for component 2;
2. Preparation of ToR for ESIA and TOR for RPF for Component 1 to the level of detail allowed by the state of parallel technical preparations. These TORs will subsequently be finalized for procurement as TA financed by IBRD establishes the final technical scope of works;
3. Preparation of an RPF for component 2;
4. Preparation of a draft SEP for the entire project;
5. Preparation of a draft LMP for the entire project; and
6. Preparation of Environmental and Social Commitment Plan (ESCP).

Possible issues to be addressed in the Borrower Environmental and Social Commitment Plan (ESCP):
At a minimum, the ESCP will include requirements for the following:

1. Preparation and implementation of the aforementioned actions to be completed prior to Bank Board Approval;
2. Preparation of a RAP, based on final designs, for Component 2;
3. Preparation of Final Stakeholder Engagement Plan for Component 2
4. Requirements for monitoring the progress made on implementing the agreed measures for mitigating environmental and social risks;
5. Establishment and operationalization of project-level GRM; and
6. Design and Implementation of capacity building plans to develop a robust Environmental and Social Management System for the implementing agency.

C. Timing

Tentative target date for preparing the Appraisal Stage ESRS 19-Dec-2019

IV. CONTACT POINTS

World Bank
Contact: Dominic Pasquale Patella  Title: Senior Transport Specialist
Telephone No: 5786+648 / 3  Email: dpatella@worldbank.org

Contact: Antonio Benigno Nunez  Title: Senior Transport Specialist
Telephone No: 5786+663 / 1  Email: anunez2@worldbank.org

Borrower/Client/Recipient
Borrower: Ukraine

Implementing Agency: Kyiv City State Administration

V. FOR MORE INFORMATION CONTACT

The World Bank
1818 H Street, NW
Washington, D.C. 20433
Telephone: (202) 473-1000
Web: http://www.worldbank.org/projects

VI. APPROVAL

Task Team Leader(s): Dominic Pasquale Patella, Antonio Benigno Nunez

Practice Manager (ENR/Social) Kevin A Tomlinson Recommended on 09-Dec-2019 at 06:34:30 EST

Safeguards Advisor ESSA Surhid P. Gautam (SAESSA) Cleared on 19-Mar-2020 at 08:09:46 EDT