

MINISTRY OF TRANSPORT OF THE RUSSIAN FEDERATION

**THE NATIONAL URBAN TRANSPORT IMPROVEMENT PROJECT
PROJECT**

Environmental Management Framework (EMF)

Procedures and mechanisms for enforcement
of environmental safety measures in accordance with
the requirements of the Russian legislation and the World Bank

MOSCOW, 2014

Introduction

The Project “The National Urban Transport Improvement Project” (hereafter, Project) financed by the Government of the Russian Federation (GORF) with the loan of IBRD, aims to help the GORF achieve sustainable and equitable urban transport conditions. The project will be implemented by the Ministry of Transport of the RF in the three pilot cities: Saint Petersburg (large city), Lipetsk (medium-sized city) and Balashikha (smaller city).

This document describes procedures and mechanisms to be implemented to ensure environmental compliance of the project with Russian legislation and IBRD requirements. First of all, consideration is given to local and federal environmental legislation and its application in projects, regulations and instructions covering preparation and implementation of environmental protection sections. Detailed guidelines are provided to the project implementation unit (hereafter, PIU) staff and subcontractors for environmental control, assessment and monitoring. Herewith, each three pilot projects shall be considered and assessed individually.

The activities to be financed under the project would involve mostly small-scale construction (i.e. parking machines, information stands, road signs, minor adjustment of alignment to arrange bus stops/pockets, crossings, etc.) and will not result in significant or irreversible negative environmental impacts. The investment preparation phase shall include environmental assessment. Bidding documents and contracts shall contain project-specific environmental mitigation activities and associated costs.

Environmental Regulatory Framework. The Russian environmental assessment system is based on a legal framework of the Federal Law #7 FZ “On the Environmental Protection”, 10.01. 2002, # 174 FZ “On Environmental Expert Review”, 23.11.1995. Pursuant to applicable federal legislation, responsibility for environmental management is divided in Russia between the government of the Russian Federation and regional governments. Environmental expert review and environmental impact assessment are conducted within the regulatory framework. Information on requirements of the legislation of the RF is contained in Annex 1.

Description of the sub-projects in Saint Petersburg, Lipetsk, and Balashikha.

The project includes the three pilot cities –Saint-Petersburg, Lipetsk, and Balashikha.

St-Petersburg

The sub-project in Saint-Petersburg will be implemented in the territory of the historical center of St Petersburg, specifically, the area limited by Neva river, Fontanka river, Lermontov avenue, Dekabristov street, Matveyev lane, embankment of Kryukov canal, and Truda square.

The territory is characterized by considerable passenger flows, high demand for temporal parking on streets, and dedicated lanes for public transport with stops pavilions and turning circles. The project envisions providing priority for public transport using traffic lights regulation, implementation of paid parking on the streets and its management system, and assessment of the effects resulted from traffic demand management, incentives to use public transport and reduce negative environmental impact from individual transport.

The sub-project in St.-Petersburg includes the following activities:

Implementation of paid on-street parking within the pilot area that includes:

- Preparation of related project design documentation;
- Procurement and installation of road signs in the pilot area;
- Road marking;
- Supply and installation of parking meters;
- Refurbishment of premises for the Center for parking management and monitoring, software supply and installation, and supply of office furniture;
- Procurement of vehicles for enforcement of parking, and automobile systems and mobile equipment for enforcement of parking violations.

Comprehensive traffic management that includes:

- Preparation of related project design documentation;
- Supply and installation of software for the Traffic management center,
- Upgrade of traffic lights (replacement at places of their existing location) including works to disassemble-assemble and connect the electricity networks and data transmission, as well as set up of software and connect traffic lights to the Traffic management center;
- Equipping PT vehicles to interact with the traffic lights, and modernization of the PT and Traffic management automatic control systems (including modernization of software and interaction with traffic lights);
- Upgrade of intersections within the existing right of ways,
- Supply and installation of equipment to record traffic violations including works to connect electricity networks and data systems, and set up and connect a server;
- Supply and installation of street equipment (strategic and tactical sensors) between or at traffic lights, supply of equipment to be installed at vehicles for monitoring of traffic flows, as well as development of software;
- Supply and installation of “smart stops” within the existing right of way including related works to install bus shelters, dashboards, ticket terminals and other equipment at bus stops, as well as connecting to electricity and data networks;
- Development of the Central information portal for PT users;
- Supply and set up of equipment to monitor weather and environmental conditions.

Lipetsk

The sub-project in Lipetsk envisions providing greater priority to public transport on routes and at junctions in an identified corridor within the existing right of way, along the following streets: Moskovskaya st., Katykova st., Pobedu st., Gagarina st., Studenovskaya st., Nedelina st., Zoi Kosmodemyanskoi st., and Prospect Mira. It also includes improvements of bus stops for all users including mobility impaired residents; optimization of route network that would inform more

effective public transport operations and better integration between modes; rehabilitation of tram and trolleybus infrastructure; and renewal of public transport vehicles that would improve ride quality.

The sub-project in Lipetsk includes the following groups of activities:

- Preparation of related project design documentation and studies;
- Arrangement of dedicated lanes for public transport within the existing right of way and organization of bus bays by road marking;
- Upgrade of traffic lights including installation of cameras at the traffic lights and video sensors, and adaptive traffic control systems;
- Establishment of the Traffic Management Centre to ensure more effective enforcement of traffic rules and better traffic management in the city, which includes repair and equipping premises for the center, as well as works to provide communication and data links with the traffic lights;
- Modernization of bus stops including arrangement of bus bays, boarding islands and access path, installation of bus shelters, information boards and video cameras at bus stops, equipping bus stops and PT vehicles with ticketing terminals, and connecting to electricity and data networks. All work are done within the existing right of ways.
- Repair of tram and trolleybus infrastructure including overhaul of tramway tracks, replacement of poles and upgrade of overhead contact wire, reconstruction of turning circles. All works are done within the existing right of ways.
- Supply of new buses, trolleybuses and trams.

Balashikha

The sub-project in Balashikha aims to advance efficiency of intercity public transport services, improve road safety and encourage walking and cycling among residents. These are to be targeted through technical assistance, equipment, engineering and enforcement measures implemented throughout the entire urban transport system.

The sub-project in Balashikha includes the following groups of activities:

- Preparation of related project design documentation and studies;
- Arrangement of bus bays, boarding islands and access path at the bus stops, installation of bus shelters including works to disassemble and assemble, installation of information boards and video cameras at bus stops, works to connect to electricity and data networks. All work are done within the existing right of ways;
- Widening sections of roads and modernization of intersections, road marking, organization of roundabouts, bays for parking and installation of road signs;
- Supply of new buses;
- Repair of premises for the Traffic management center, software supply and installation, and supply of office furniture, connecting equipment to the center (stop lights, information boards, cameras);

- Modernization of stop lights including repair of old and installation of new stop lights, as well as installation of cameras and sensors at stop lights;
- Supply, installation and connection of cameras and sensors for monitoring traffic flows and traffic violations;
- Development of a web-based information portal;
- Procurement of a mobile laboratory and mobile system for detecting violations of parking regulations;
- Works to provide bicycle lanes and pedestrian paths and sidewalks, and fencing;
- Arrangement of regulated and unregulated crosswalks including installation of traffic lights, speed bumps, road signs, and road marking;
- Lighting of bicycle lanes, sidewalks, and roads.

Environmental Screening, Environmental Assessment and Environmental Management

Potential environmental impacts. Investments are not expected to cause adverse environmental and social impacts. They are expected to have rather positive effect due to the reduction of emissions from motor transport and due to traffic arrangement (reduction of the number of traffic jams) and improvement, and switch to usage of public transport by citizen.

Planned investments may cause minor potential environmental impact, particularly:

- Site specific vehicular traffic
- Increase in dust, air emissions and noise from demolition and/or construction and installation of small-scale transport infrastructure facilities
- Generation of small volumes of construction waste
- Small-scale excavation for arrangement of parking machines, bus shelters, stopping pockets, etc.
- Risk of accidents and injuries at the construction site
- Removal and disposal of small volumes of construction waste (minor earth works, demolition), and disposal/demolition of outdated public transport stock (including toxic and/or hazardous waste)
- Storage of small quantities of machine oils and lubricants
- Utilization and/or secondary use of usable details and parts
- Minor disturbance of local recreation areas
- Minor disturbance of vegetation (individual trees)

These impacts are minor and/or the risk of them occurring is low. They will be manageable during project implementation with tested standard technology and with application of good housekeeping and construction practices.

The key mitigation measures

Key mitigation measures include, but are not limited to the following measures:

1. The local construction and environment inspectorates and communities have been notified of upcoming activities.
2. All legally required permits have been acquired for construction and/or rehabilitation.
3. All works will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment.
4. Dust screens, particularly at high value tourist locations; dust suppression (watering of the area and covering the transported soil and construction waste).
5. Air emissions (including GHG) from mobile pollution sources must meet existing standards.
6. Construction noise will be limited to restricted times agreed to in the permit and/or meet standards, or as agreed with public and authorities.
7. Waste collection and disposal pathways and sites will be identified for all major waste types expected from demolition, ground excavation and construction activities.
8. If the project works are carried out nearby the designated historic building or in a designated historic district, notification shall be made and approvals/permits be obtained from local and/or federal authorities and all construction activities planned and carried out in line with local and national legislation. Physical Cultural Resources Actin Plan will be prepared if activities are to be implemented within protection zones for cultural heritage objects of St. Petersburg.
9. Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information based on the national and regional regulations.
10. The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.
11. A survey and an inventory shall be made of large trees in the vicinity of the construction activity, large trees shall be marked and cordoned off with fencing, their root system protected, and any damage to the trees avoided.
12. If there is no opportunity to protect vegetation (or individual trees), upon agreement with appropriate Environmental protection Department:
 - a. Relocation or planting of new trees and bushes shall be made using own resources or through contracting a specialized organization;
 - b. The contractor will compensate the costs of the low-value vegetation/trees to be removed in compliance with established procedure,.
13. Signposting, warning signs, barriers and traffic diversions: site will be located and clearly visible and the public warned of all potential risks.

Environmental Categories of Expected Activities

The activities to be financed under the project would involve mostly small-scale construction (i.e. bus stops, information stands, road signs, minor adjustment of alignment to arrange bus stops/ crossings, etc.) Also, the activities may involve generation of construction and other waste, potentially including hazardous waste. In case project activities are implemented in the proximity to municipal parks (Bykhanov garden, Nizhniy park, Markov public garden, Victory park), a dedicated mitigation measures will be developed in the framework of site-specific EMP Checklists. Significant part of the investments will involve procurement and introduction to operation of GIS, communication and monitoring systems, meteorological stations, and other electronic equipment and devices for traffic management, and training (Category C-type of investments). Overall, the project is assigned Environmental Category B.

Environmental Screening and Assessment: The purpose of the Environmental Assessment (EA) process is to identify the specific environmental impacts of individual investments (both positive and negative) and design measures to prevent, minimize, mitigate or offset adverse impacts.

- a) For Category C investments no specific environmental documentation is required, as significant negative impacts are not expected.
- b) For Category B investments an EMP Checklist will be prepared according to the World Banks operational policy OP4.01 (see www.worldbank.org/safeguards)

During project implementation the PIU/Contractors will comply with the applicable federal and local laws and regulations. In particular, they will participate in obtaining the necessary permits and licenses from relevant administrative authorities and/or control that the contractors obtain them.

Draft EMP Checklists for selected municipalities are contained in Annex 2.

Site-specific or investment-specific EMP Checklists will be prepared at a later stage. The information of the Draft EMP Checklists will be updated to include site-specific information.

Mitigation measures should become part of the contract for works. PIU or any other engaged organization to conduct technical supervision (and, if necessary, designated state authority on environmental protection and sanitary-epidemiological control staff) shall monitor construction sites for ensuring that contractors comply with their contractual obligations, including those relating to environmental safety. In case of non-compliance, the penalties and sanctions stipulated in a contract shall be applied to contractors. Furthermore, if no other remedy exists, the contract may be suspended until alternative methods to eliminate environmentally harmful effects have been identified and appropriate activities have been carried out.

Protection of Physical Cultural Resources (St. Petersburg)

Due to their physical/technical nature project activities are not expected to have an impact on physical cultural resources. In case project activities take place in the historic part of St. Petersburg (central districts Admiralteisky, Vasileostrovsky, Petrogradsky, and Central), the design documentation will be reviewed and cleared by local governmental body for protection of

the cultural heritage. Activities to be implemented within the protection zones for the cultural heritage objects of St. Petersburg (historic buildings, monuments, etc.) shall include historical-cultural (historical-architectural and historical- town planning) master plan. In this case Physical Cultural Resources Action Plan will be prepared for specific project activities. All contracts for works will include provisions for chance finds procedure.

Disclosure of Information and Public Participation

This framework document will be disclosed at the web-site of Mintrans and the Infoshop of the World Bank and in the participating municipalities. EMP Checklists for specific sub-projects will be disclosed at specific project locations and public hearings/consultations organized. These public hearings will take place at least 30 days prior to works start.

Public Consultations

Public consultations on the Procedures and Mechanisms for Enforcement of Environmental Safety Measures in Accordance with the Requirements of the Russian Legislation and the World Bank were held in Lipetsk, St. Petersburg and Balashikha on June 6, 9 and 10, 2014, respectively. The participants approved the document and made the following proposals:

For St. Petersburg:

- To work with the local authorities and premises owners to organize parking in areas between buildings within the Project area, inter alia, by restricting vehicle access to such areas.
- Prior to Project launch, to ensure that bidding documents include environmental provisions that would prevent any deterioration of environmental conditions and require that monitoring in the Project area be implemented at least once a year.

For Balashikha:

- Deterioration of environmental conditions under the Project should not be allowed;
- If necessary, additional consultations shall be organized at the Project implementation stage in Balashikha; and
- Further discussions of Project progress shall be held in future.

In Lipetsk, the document was approved without amendments.

Proceedings of the public consultations are attached as Annex 3.

Requirements of the legislation of the Russian Federation

Legislation of the Russian Federation

The project will be required to comply with both Russian federal legislation and the World Bank's policies applicable to this project. In the case of significant discrepancies, the more stringent of the 2 sets of requirements will prevail.

The Basic Principles of the Environmental Protection in Russia (The Federal Law "On Environmental protection", 10 January 2002 #7-FZ, Article 3) include:

- the presumption of ecological threat of a planned economic and other activities;
- the compulsory environmental impact assessment in case when decisions are made as to the pursuance of an economic or other activity;
- the compulsory review of project designs and other documentation stating feasibility of an economic and other activity capable of exerting a negative effect on the environment, creating a threat to citizens' life, health and property;
- the prohibition of an economic and another activity the environmental consequences of which cannot be predicted and of the implementation of a project capable of leading to a degradation of natural ecological systems, a change in and/or destruction of the genetic stock of plants, animals and other organisms, depletion of natural resources and other negative changes in the environment.

Federal Law # 7-FZ of January 10, 2002, "On Environmental Protection" (Article 32 "Environmental impact assessment") sets forth that:

1. Environmental impact assessment shall be undertaken for planned economic and other activities which may directly or indirectly affect the environment, regardless of organisational and legal patterns of ownership of the implementation entities for the economic and other activities.
2. Requirements to environmental impact assessment documents shall be established by federal executive authorities effecting state environmental management (Article 32: Environmental Impact Assessment).

Federal Law # 174-FZ of November 23, 1995, on "Environmental Review" sets forth that comprehensive nature of environmental impact assessment of economic and other activities and their implications shall be a principle of the environmental review is (Article 3: Principles of environmental review).

According to Article 14 (State Environmental Review Procedures) of the same Federal Law, the documents to be reviewed shall include reports on environment impact assessment of those economic and other activities which are subject to state environmental review.

Documents on facilities to be constructed or reconstructed on lands of federal protected areas (provided construction or reconstruction of such facilities on lands of protected areas is allowed in accordance with the federal and regional legislation) shall be reviewed if the documentation submitted for review includes reports on environmental impact assessment of the facilities to be constructed, reconstructed or renovated/rehabilitated within protected areas, for the respective

protected areas.

Moreover, opinions of non-governmental environmental reviews if such are undertaken; consultations on the facilities/sites covered with the state environmental reviews with the general public and civil society organisations (associations) and local self-governance bodies.

The Regulation on Environmental Impact Assessment of Economic and Other Activities in the Russian Federation was developed to implement Federal Law # 174-FZ of November 23, 1995, on Environmental Review and governs processes of environmental impact assessment of intended economic and other activities and preparation of respective documents which serve as a basis for the development of documentation to justify the scope of state environmental reviews.

The Regulation on the composition of design documentation and requirements to their content (16 February 2008 r. # 87) establishes the sections to be included in project documents and requirements to their contents and is meant to guide the preparation of project documents for various sites of capital construction as well as selected phases of construction, reconstruction and renovation/rehabilitation of capital development sites/facilities.

This regulation requires an environmental management section which, in particular, should present the results of environmental impact assessment of the capital development site as well as the list of measures to prevent and/or mitigate potential adverse environmental impact of intended economic activities and to ensure sound use of natural resources during the period of construction and operation of the capital development site.

The basic principles of air protection contained in the Federal Law of 04 May 1999 # 96-FZ "On Air Protection" (Article 2) establish:

- that the legislation of the Russian Federation in the field of air protection is entitled to include additional environmental protection requirements;
- property relations arising during the implementation of activities on air protection, are regulated by the civil law;
- relations related to air protection arising from the establishment of mandatory requirements for products, including buildings and facilities (hereinafter - products), or to products and related requirements for product design process (including research), manufacturing, construction, installation, commissioning, operation, storage, transportation, marketing and utilization, are regulated by the laws of the Russian Federation on technical regulation.

The State expertise assesses the compliance of design documentation to technical regulation requirements (technical standards).

Technical standards

The admission of the Russian Federation to the international community and the adjustment of federal standards to those prescribed by the European Union and the WTO have resulted in a progressive inadequacy of the standard GOST R system, which until now has been the backbone of certification, including of production.

Technical Regulation is a legal document, which defines legally binding requirements. The Technical Regulation document lays down guidelines for the producer, the exporter, the agent or the distributor in relation to a wide range of types of productions both on the territory of the Russian Federation and outside it.

Russian Federation is a member of the Customs Union, created on the basis of the Eurasian Economic Community. Within the framework of the Customs Union, a unified structure of technical regulation are building up.

National technical regulations of the states – members of the Customs Union cease upon the overlying technical regulations of the Customs Union entry into force. The action of all national technical regulations from 1 January 2012 was terminated, then only technical regulations of the Customs Union are applicable.

There are some the technical regulations related to transport sphere.

They were developed based on the Russian Federal law #184-Φ3, dated 27 December 2002 "On Technical Regulating"

This Federal law regulates the relations arising during: development, adoption, application and execution of obligatory requirements for products, processes of production, operation, storage, transportation, marketing and utilization.

The legislation of the Russian Federation on technical regulating consists of this Federal law, the federal laws adopted according to it and other normative legal acts of the Russian Federation. Provisions of the federal laws and other normative legal acts of the Russian Federation, regarding the sphere of application of this Federal law (including those directly or indirectly providing for control (supervision) over observance of the technical regulation requirements), shall be applied regarding their parts not contradicting to this Federal law.

Federal executive bodies have the right to issue in the sphere of technical regulating only the acts of recommendatory character, except for the cases established by Article 5 of this Federal law.

If the international treaty of the Russian Federation in the sphere of technical regulating establishes other rules, than those stipulated by this Federal law, then the rules of the international treaty shall be applied. And if the international treaty provides for issuing of a national act for application of the treaty, then the rules of the international treaty and the Russian Federation legislation adopted on its basis shall be applied.

In the Russian Federation the road passenger transport is regulated by a number of national legislative acts, among which is the basic federal law dated November 08, 2007 № 259 -FZ "Charter of road transport and urban land- electric vehicles". That Federal Law regulates relations arising from the provision of services by road and urban ground electrical transport , which are part of the transport system of the Russian Federation, and also defines the general conditions of carriage for passengers and baggage, cargo , respectively, buses, trams , trolley buses , cars , trucks.

Land and water relations arising from the withdrawal of land transport and the provision of water Transport, how they are governed land, water and transport legislation.

Transport companies and carriers are obliged to use sites in accordance with the purpose and conditions of their granting, apply environmental technologies of production and prevent deterioration of the environmental situation in the territory as a result of their activities.

1. Federal Law No. 259-FZ of 08 November 2007 «The charter of road transport and urban above-ground electric vehicles».
2. The Russian Federation Government Decree of 12 October 2005 No.609 Technical Regulation «Requirements to Harmful (Pollutant) Substance Emissions of the Automobiles Released for Circulation in the Territory of the Russian Federation».
3. The Decision of the Commission of the Customs union dated 09 December 2011, № 877 (revision dated 30 January 2013) «Adoption of the Technical Regulation concerning Safety of Wheeled Vehicles» (along with “TR CU 018/2011 the Technical Regulation of the Commission of the Customs union Technical Regulation concerning Safety of Wheeled Vehicles”)

Protection of land

The Land Code of the Russian Federation (hereafter, LC of RF) decides that the use of lands should be carried out by methods providing conservation of environmental systems, abilities of land to be means of production in agriculture and forestry, a base for realization of economic and other of activities.

The land protection purposes are:

- Prevention of degradation, pollution, littering, erosion of land, other negative (adverse) impacts from economic activities;
- Maintenance of improvement and restoration of lands, which suffered degradation, pollution, littering, erosion, and other negative (adverse) impacts from economic activities.

Article 83 (LC of RF) defines, that the order of land use in populated centers is defined according to classification of their territories. The territory of a populated center within its administrative borders is divided in territorial zones. Classification documents of territories are approved and amended by regulatory legal acts of local government (land use and construction rules).

Article 85 (LC of RF) states that land areas making part of industrial zones are intended for construction of industrial, municipal-warehouse and other industrial objects intended for these purposes according to town-planning regulations.

Actions for minimization of impact on land resources and conservation of fertility of soils on the territory of industrial site and adjoining territories, their protection from pollution should be provided at the development of design documentation. Besides, measures on protection of industrial area from littering by production and consumption waste should be envisaged.

The Land Code of the Russian Federation and the Resolution of the Government of the Russian Federation "On rehabilitation of lands, removal, conservation and rational use of fertile layer of land" regulate the necessity of fulfillment of special actions for use of fertile soil of land areas disturbed in the course of construction.

The necessity of soil protection from pollution at realization of various kinds of activity and of monitoring of sanitary-environmental conditions of soils is regulated by Article 13 (LC of RF).

Flora and fauna protection

At designing, construction and operation of industrial objects, it is necessary to minimize impact on natural components of the environment, including vegetation and animals, genetic conservation, subject to protection from degradation, damage and destruction. Besides, any actions, which threaten rare and endangered species of plants and animals are limited/forbidden.

Environmental monitoring and industrial environmental monitoring

The control in the field of environmental protection (environmental monitoring) is carried out with a view to ensure observation of legislation in the field of environmental protection, observance of requirements, including specifications and regulatory documents, and to ensure environmental safety. The legislative base for the environmental monitoring is fixed in the Federal law "On environmental protection» [1].

According to Article 64 [1], the Russian Federation carries out state, industrial, municipal and public monitoring in the field of environmental protection.

The state control in the field of environmental protection (state environmental monitoring) is carried out by federal enforcement authorities and enforcement authorities of Constituents of the Russian Federation in an order established by the Government of the Russian Federation.

According to the law of Moscow oblast "On environmental protection in Moscow oblast» [62], state environmental monitoring at objects of economic and other activity irrespective of the type of ownership, located on the territory of Moscow oblast, is carried out by executive bodies of the government of Moscow oblast, except for objects of economic and other activity, which are subject to the federal state environmental monitoring. The Moscow government ensures the organization of state environmental monitoring [67].

Executive bodies of the government of Moscow oblast, in the order established by the federal legislation, carry out monitoring of payment for adverse environmental impact on objects of economic and other activity, make claims about compensation of damage to the environment caused as a result of infringement of legislation in the sphere of environmental protection.

The industrial monitoring in the field of environmental protection (industrial environmental monitoring), according to article 67 [1], is carried out with a view to ensure fulfillment of actions for environmental protection and rational use of natural resources in the course of economic and other activity, and also with a view to observe requirements of legislation in the field of environmental protection.

According to Article 8 [62], users of natural resources are obliged to submit data on persons responsible for carrying out of the industrial environmental monitoring, on the organization of environmental services on objects of economic and other activity, and also results of industrial environmental monitoring to the authorized central executive body of the Government of Moscow oblast in the sphere of environmental protection, which carry out state environmental monitoring.

According to regulatory requirements of the Russian environmental legal acts, main objectives of the industrial-environmental monitoring are:

- Reception of authentic quantitative evaluation of the environment impact of the enterprise;

- Forecast of development and prevention of environmental emergencies;
- Timely submission of authentic information to the administration for preparation of administrative decisions for maintenance of safe functioning;
- Substantiation and optimization of volume of carried out observation over sources of anthropogenous impact and environmental pollution taking into account particular conditions of location of the enterprise and state of the environment.

The tasks of the industrial environmental monitoring at enterprises are:

- Regular observation and monitoring of parameters and characteristics of chemical and physical environmental impact as a result of industrial and economic activities of the enterprise;
- Monitoring of observance of MAE specifications;
- Monitoring of observance of MAD specifications;
- Monitoring of observance of limits of formation, disposal and storage of production and consumption waste;
- Monitoring of observance of specifications of physical environmental impacts;
- Regular observation for separate (reasonably necessary) parameters of the state of environment in the impact zone of the enterprise;
- Regular monitoring of indicators and parameters providing environmental safety of operation of the enterprise;
- Collection, accumulation and analysis of results of observations and measurements; creation and maintenance of databases on background parameters and environmental pollution, level of environmental impact, observance of MAC, MAE, and MAD specifications, formations and disposal of waste;
- Forecasting and timely identification of tendencies in environmental changes and development of recommendations for reduction of adverse environmental impact.

"Provisions for environmental impact assessment" provide for development of proposals under the environmental monitoring program and control of significant impacts at all stages of realization of planned economic activities and under environmental impact assessment. The information on impact assessment should include an environmental monitoring program.

At location of buildings, structures and other objects, the user should provide fulfillment of requirements in the field of environmental protection, restoration of the environment, rational use and reproduction of natural resources, maintenance of environmental safety considering nearest and remote environmental, economic, demographic and other consequences of operation of the objects and observance of priority of preservation of favorable environment, biological variety, rational use and reproduction of natural resources.

For this case, actions should be provided for environmental protection, environmental restoration, rational use and reproduction of natural resources, maintenance of environmental safety.

With a view to protect conditions for human life activities, habitats of plants, animal and other

organisms around industrial zones and objects of economic and other activity rendering an adverse environmental impact, protective and security zones must be created. These include sanitary protection zones of enterprises and green zones including green spaces and other zones with limited use of natural resources in populated centers and residential blocks.

Infringement of requirements in the field of environmental protection involves suspension of location, designing, construction, commissioning, operation, conservation and liquidation of buildings, structures and other objects under instructions of enforcement authorities carrying out the state management in the field of environmental protection.

The complete stop of location, designing, construction and operation of buildings, structures, and other objects at infringement of requirements in the field of environmental protection is realized on the base of court and/or arbitration decision.

Health and Safety Requirements. At the stage of construction these requirements as a rule stipulate control over main technological operations that should be conducted by qualified staff according to the adopted standing orders for certified and tested technical means and equipment. The main element of possible emergencies prevention is risk assessment and measures for risk reduction.

List of the Main Legal Acts Pertaining to Environmental Requirements, EIA and State Environmental Review.

1. Administrative Regulation on Governmental Functions Related to Maintaining the State Waste Inventory and Keeping Waste Management Records of the Federal Service for Supervision of Environment, Technology, and Nuclear Management
2. Administrative Regulation on Governmental Functions Related to Registration of Hazardous Production Facilities and Maintaining the State Register of Such Hazardous Facilities of the Federal Service for Supervision of Environment, Technology, and Nuclear Management. Approved by Order No. 606 of September 04, 2007 of the Federal Service for Supervision of Environment, Technology, and Nuclear Management.
3. Water Code of the Russian Federation No. 74-FZ of 03 June 2006
4. Town Planning Code of the Russian Federation No. 190-FZ of December 29, 2004 (as amended of July 22, December 31, 2005, June 3, July 27, December 4, 18, 29, 2006, May 10, July 24, October 30, November 8, December 4, 2007).
5. Unified State Environmental Review Opinion Form. Order of the Ministry of Nature of Russia No. 392 of 28 September 1995.
6. Land Code of Russia No. 136-FZ of October 25, 2001 (as amended of June 30, 2003, October 3, December 21, 29, 2004, March 7, July 21, 22, December 31, 2005, April 17, June 3, 30, July 27, October 16, December 4, 18, 29, 2006, February 28, May 10, June 19, July 24, October 30 and November 8, 2007).
7. Guidelines on State Review of Construction Projects. System of Legal and Regulatory Documents in Effect in the Construction Industry. Directive RDS 11-201-95. Ministry of Construction of Russia, M.: 1995.

8. Guidance on Environmental Substantiation of Economic and Other Activities (approved by Order No. 539 of December 29, 1995 of the Ministry of Nature of Russia)
9. Guidance on Environmental Substantiation of Economic and Other Activities. Annex to the Order of the Ministry of Russia of 12/29/1995. No. 539. - Tsentrinvestprojekt state enterprise. – 1995.
10. Guidance on Environmental Substantiation of Economic and Other Activities. Order of the Ministry of Nature of Russia No. 539 of 29.12.95.
11. Convention on Oil Pollution Preparedness, Response and Co-operation, 1990, as amended by the Minutes thereto of 1990.
12. Convention on the Protection of the Marine Environment of the Baltic sea Area (HELCOM). 1992.
13. Convention on Environmental Impact Assessment in a Transboundary Context, 1991.
14. Convention on the Transboundary Effects of Industrial Accidents. 1992.
15. Convention on the Protection of the Marine Environment of the Baltic sea Area (Baltic or Helsinki), Helsinki, 1974.
16. Convention for Prevention of Pollution from Ships, 1973 (MARPOL 73/78), as amended by Minutes of 1997 and 1998.
17. Forestry Code the Russian Federation No. 200-FZ of 04 December 2006.
18. Guidelines for Fishery Protection Agencies on Review and Approval of Decisions and Design Documents Associated with Construction of Plants, Buildings and Facilities (Goskomrybolovstvo (State Fishery Committee) of Russia, Moscow, 2003).
19. Guidelines on Efficiency Assessment of Investment Projects and Selection Thereof of Funding. Approved by Gosstroy (State Construction Agency) of Russia, Ministry of Economy of Russia, Ministry of Finance of Russia, and Goskomprom (State Committee for Industrial Policy) of Russia. Informelektro,- M., 1994. - 80 pages.
20. Guidelines on Preparation of Materials Submitted for State Environmental Review - 08/17/2004.
21. On Safety of Hydrotechnical Facilities No. 117-FZ of 21 July 1997 (as amended of 18 December 2006).
22. No. 155-FZ of 31 July 1998 "On Inland Waters or Territorial Waters and Contiguous Zone of Russia" (as amended of 11/08/2007).
23. No. 113-FZ of 19 July 1998 "On Hydrometeorological Service" (as amended of 02 February 2006).
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Environmental Management Plan (EMP) Checklist for Small Scale Civil Works

General Guidelines for use of EMP checklist:

For low-risk construction projects, such as minor roads rehabilitation works or the construction of bicycle paths, the ECA (Europe and Central Asia) safeguards team developed an alternative EMP (environmental management plan) format to provide an opportunity for a more streamlined approach to mainstreaming the World Bank's environmental safeguards requirements into projects which (a) are small in scale or by the nature of the planned activities have a low potential environmental impact, (b) are located in countries with well-functioning country systems for environmental assessment and management. The checklist-type format has been developed to ensure that basic good practice measures are recognized and implemented, while designed to be both user friendly and compatible with the World Bank's safeguards requirements.

The EMP checklist-type format attempts to cover typical key mitigation measures to civil works contracts with small, localized impacts or of a simple, low risk nature. This format provides the key elements of an Environmental Management Plan (EMP) to meet the minimum World Bank Environmental Assessment requirements for Category B projects under OP 4.01. The intention of this checklist is that it offers practical, concrete and implementable guidance to Contractors and supervising Engineers for simple civil works contracts. It should be completed during the final design phase and, either freestanding or in combination with any environmental documentation produced under national law (e.g. EIA reports), constitute an integral part of the bidding documents and eventually the works contracts.

The checklist EMP has the following sections:

- Part 1 includes a descriptive part that characterizes the project, specifies institutional and regulatory aspects, describes technical project content, outlines any potential need for capacity building and briefly characterizes the public consultation process. This section should indicatively be up to two pages long. Attachments for additional information may be supplemented as needed.
- Part 2 includes a screening checklist of potential environmental and social impacts, where activities and potential environmental issues can be checked in a simple Yes/No format. If any given activity/issue is triggered by checking "yes", a reference to the appropriate section in the table in the subsequent Part C can be followed, which contains clearly formulated environmental and social management and mitigation measures.
- Part 3 represents the environmental monitoring plan to follow up proper implementation of the measures triggered under Part B. It has the same format as required for MPs produced under standard safeguards requirements for Category B projects.

Part 4 contains a simple monitoring plan to enable both the Contractor as well as authorities and the World Bank specialists to monitoring due implementation of environmental management and protection measures and detect deviations and shortcomings in a timely manner.

Part 2 and 3 have been structured in a way to provide concrete and enforceable environmental and social measures, which are understandable to non-specialists (such as Contractor's site managers) and are easy to check and enforce. The EMP should be included in the BoQ (bill of quantities) and the implementation priced by the bidders. Part 4 has also been designed intentionally simple to enable monitoring of key parameters with simple means and non-specialist staff.

LIPETSK

PART 1 GENERAL INFORMATION ABOUT THE PROJECT AND OBJECT

INSTITUTIONAL & ADMINISTRATIVE				
Country	Russian Federation			
Project title	The National Urban Transport Improvement Project Sub-Project of Urban Transport Improvement in Lipetsk city			
Scope of project and activity	<p>The project envisions arrangement of dedicated lanes for public transport within the project corridor (e.g. road marking), and channeling of pedestrian flows to the sites where pedestrian crossing is organized. The existing regulated pedestrian crossings located at the transport junctions will not be changed. Installing “walk” signals. All the regulated pedestrian crossings (existing and new-built) are planned to be equipped by the automated system of pedestrian recognition "Safe walk”.</p> <p>Modernization of PT stops and organization of bus bays, installation of new stops pavilions with information boards and payment terminals, arrangement of boarding islands accessible for disable people, and arrangement of safe and convenient pedestrian access paths to the stops are planned within the Project.</p> <p>The Project envisages overhaul of tramway tracks, replacement of poles for overhead contact wire, reconstruction of turning circles for trolleybuses and upgrading of bus, trolleybus and tram rolling stock.</p>			
Institutional arrangements (Name and contacts)	WB (Project Team Leader)	Project Management	Local Counterpart and/or Recipient	
Implementation arrangements (Name and contacts)	Safeguard Supervision	Local Counterpart Supervision	Local Inspectorate Supervision	Contractor
SITE DESCRIPTION				

Name of site	Urban Transport Improvement in the Lipetsk city	
Describe site location	The Lipetsk city	Attachment 1: Site Map []Y [] N
Who owns the land?	Municipal lands	
Geographic, physical, biological, geological, hydrographic and social-economic description	The project will be implemented in urban environment.	
LEGISLATION		
Identify national & local legislation & permits that apply to project activity	<p>Federal Legislation</p> <p>Environmental impact assessment (EIA) is an obligatory procedure for making decision on carrying out a business or another activity. At the same time, only the EIA objects, which concurrently are the objects of the State Environmental Review (SER), are subject to the governmental supervision.</p> <p>The Project may be classified as an object of the regional SER if the Project is implemented on the lands within the regional or local specifically protected natural territories (SPNT).</p> <p>Lipetsk Regional Legislation¹</p> <p>The Lipetsk regional law establishes that in the landscaped areas of urban and rural settlements, urban recreation areas, monuments of garden and park art, protected landscapes and ecological parks, a business or another activity is prohibited if it generates a negative impact on the above territories and militate against the success of their ecological, sanitary-hygienic and recreational functioning.</p> <p>If EIA reveals an impact on SPNT, the project is subject to SER in accordance with the legislation in force.</p> <p>In accordance with the Lipetsk city “Rules of Landscaping and Public Amenities” (2009), during the construction and reconstruction of buildings, structures and other objects, Contractor</p>	

¹ <http://admlip.ru/authorities/administratsiya-lipetskoy-oblasti/otraslevye-isp-organy/upravlenie-ekologii/>

	<p>shall take measures to protect trees and other vegetation falling within the construction area.</p> <p>Act of transfer of trees are to be conserved at the construction site, shall be agreed with Environmental Department of the Lipetsk City Government.</p>
PUBLIC CONSULTATION	
Identify when / where the public consultation process took place	
INSTITUTIONAL CAPACITY BUILDING	
Will there be any capacity building?	<input type="checkbox"/> N or <input type="checkbox"/> Y if Yes, Attachment 2 includes the capacity building program

PART 2: SAFEGUARDS SCREENING AND TRIGGERS

ENVIRONMENTAL /SOCIAL SCREENING			
	Activity	Status	Triggered Actions
Will the site activity include/involve any of the following??	A. Building rehabilitation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section A below
	B. Minor new construction	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section A below
	C. Individual wastewater treatment system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section B below
	D. Historic building(s) and districts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section C below
	E. Acquisition of land ²	<input type="checkbox"/> Yes <input type="checkbox"/> No	See Section D below
	F. Hazardous or toxic materials ³	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section E below
	G. Impacts on forests and/or protected and recreation areas	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section F below
	H. Handling / management of medical waste	<input type="checkbox"/> Yes <input type="checkbox"/> No	See Section G below
	I. Traffic and Pedestrian Safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section H below

² Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transferred and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

³ Toxic / hazardous material includes but is not limited to asbestos, toxic paints, noxious solvents, removal of lead paint, etc.

PART 3: MITIGATION MEASURES

ACTIVITY Potential impacts	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and Worker/ Public Safety	<ul style="list-style-type: none"> (a) The local construction and environment inspectorates and communities have been notified of upcoming activities (b) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works) (c) All legally required permits have been acquired for construction and/or rehabilitation (d) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment. (e) Workers' PPE will comply with international good practice and national HS requirements (always hardhats, as needed masks and safety glasses, harnesses and safety boots) (f) Appropriate signposting of the sites will inform workers of key rules and regulations to follow
A. Construction Activities Potential impacts: Excavation impacts and soil erosion <input type="checkbox"/> Increase sediment loads in receiving waters	Air Quality	<ul style="list-style-type: none"> (a) Demolition debris shall be kept in controlled area and sprayed with water mist to reduce debris dust (b) During pneumatic drilling/wall (pavements) destruction dust shall be suppressed by ongoing water spraying and/or installing dust screen

<input type="checkbox"/> Site specific vehicular traffic <input type="checkbox"/> Increase in dust and air emissions and noise from demolition and/or construction and installation of transportation facilities <input type="checkbox"/> Construction waste <input type="checkbox"/> Risk of accidents and injuries <input type="checkbox"/> Soil erosion		enclosures at site (c) The surrounding environment (side walks, roads) shall be kept free of debris to minimize dust (d) Non-dusting materials will be used whenever feasible (e) There will be no burning of construction / waste material at the site (f) There will be no excessive idling of construction vehicles at sites (g) Pathways and number of construction transport facilities must be optimized (h) Air emissions (including GHG) from mobile pollution sources must meet existing standards
	Noise	(a) Construction noise will be limited to restricted times agreed to in the permit and/or meet standards, or as agreed with public and authorities (b) During operations the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible (c) Vibration will be limited to existing federal, regional and local standards. (d) Traffic management plan for the construction period shall include measures to minimize noise.
	Water Quality	(a) The site will establish appropriate erosion and sediment control measures such as silt fences to prevent sediment from moving off site and causing excessive turbidity in nearby water bodies; closed areas for construction materials storage; and isolated areas for truck washing.
	Waste	(a) Waste collection and disposal pathways and sites will be identified for all major waste types expected

	management	<p>from demolition, ground excavation and construction activities.</p> <p>(b) Hazardous materials including asbestos will not be used where possible.</p> <p>(c) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid, flammable and chemical wastes by on-site sorting and stored in appropriate containers on specially equipped sites in order to prevent waste entry into the environment.</p> <p>(d) Construction waste will be collected and disposed properly by licensed collectors</p> <p>(e) The records of waste disposal will be maintained as proof for proper management as designed.</p> <p>(f) Whenever feasible the contractor will reuse and recycle appropriate and viable materials (except asbestos)</p>
<p>B. Individual wastewater treatment system</p> <p><i>Potential impacts:</i></p> <p><input type="checkbox"/> Effluent and / or discharges into receiving waters</p>	Water Quality	<p>(a) The approach to handling sanitary wastes and wastewater from building sites (installation or reconstruction) must be approved by the local authorities</p> <p>(b) Before being discharged into receiving waters, effluents from individual wastewater systems must be treated in order to meet the minimal quality criteria set out by national guidelines on effluent quality and wastewater treatment</p> <p>(c) Monitoring of new and existing wastewater systems (before/after) will be carried out</p> <p>(d) Construction vehicles and machinery will be washed only in designated areas where runoff will not pollute</p>

		<p>natural surface water bodies</p> <p>(e) Storm waters shall be collected and treated.</p>
<p>C. Historic building(s)</p> <p><i>Potential impacts:</i></p> <p><input type="checkbox"/> Risk of damage to known/unknown historical and/or archeological sites</p>	<p>Cultural Heritage</p>	<p>(a) If the building is a designated historic structure, very close to such a structure, or located in a designated historic district, notification shall be made and approvals/permits be obtained from local and/or federal authorities and all construction activities planned and carried out in line with local and national legislation.</p> <p>(b) It shall be ensured that provisions are put in place so that artifacts or other possible “chance finds” encountered in excavation or construction are noted and registered, responsible officials contacted, and works activities delayed or modified to account for such finds.</p> <p>(c) Impairment of the visual comprehension of designated historic structures shall be prevented.</p> <p>(d) Historically formed planning pattern of the landscaped areas and open spaces shall be conserved.</p>
<p>E. Toxic Materials</p> <p><i>Potential impacts:</i></p> <p><input type="checkbox"/> Removal and disposal of toxic and/or hazardous digging and/or demolition and /or construction waste, and outdated public transport facilities</p> <p><input type="checkbox"/> Storage of machine oils and lubricants</p> <p><input type="checkbox"/> Risk of surface and ground water pollution</p> <p><input type="checkbox"/> Disassembling and dismantling of outdated vehicles</p> <p><input type="checkbox"/> Utilization and/or secondary use of usable details and parts</p>	<p>Toxic / hazardous waste management</p>	<p>(a) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information</p> <p>(b) The containers of hazardous substances shall be placed in an leak-proof container to prevent spillage and leaching</p> <p>(c) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.</p> <p>(d) Paints with toxic ingredients or solvents or lead-based paints will not be used</p> <p>(e) Toxic materials management in the work space will be controlled.</p>

<p>F. Affected forests, water bodies, wetlands and/or protected, landscaped and recreation areas</p> <p>Potential impacts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Encroachment on designated forests; buffer, landscaped and /or protected areas <input type="checkbox"/> Disturbance of local recreation areas <input type="checkbox"/> Disturbance of individual trees 	<p>Protection</p>	<ul style="list-style-type: none"> (a) All recognized natural habitats and protected areas in the immediate vicinity of the activity will not be damaged, all staff will be strictly prohibited from damaging activities. (b) A survey and an inventory shall be made of large trees in the vicinity of the construction activity, large trees shall be marked and cordoned off with fencing, their root system protected, and any damage to the trees avoided (c) There will be no unlicensed borrow pits, quarries or waste dumps in adjacent areas, especially not in protected areas. (d) Temporary engineering networks shall not be placed in the landscaped areas. (e) If there is no opportunity to conserve the landscaped areas, upon agreement with Environmental Department of the Lipetsk City Government: <ul style="list-style-type: none"> a. Relocation or new planting of trees and bushes shall be made using own resources or through contracting a specialized organization; b. In compliance with established procedure, the contractor will compensate the value of the plantations falling under extermination. (f)
<p>H Traffic and Pedestrian Safety</p> <p>Potential impacts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Site specific vehicular traffic <input type="checkbox"/> Site is in a populated area 	<p>Direct or indirect hazards to public traffic and pedestrians by construction activities</p>	<ul style="list-style-type: none"> (a) In compliance with national regulations the contractor will insure that the construction site is properly secured and construction related traffic regulated. This includes, but is not limited to <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the

<p>□ Possibility of bypass access road to minimize disturbance to population</p> <p>□ Site specific public passage and traffic management, possibly agreed with the road police.</p>		<p>public warned of all potential hazards</p> <ul style="list-style-type: none"> ▪ Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes. ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours ▪ Active traffic management by trained and visible staff at the site, if required for safe and convenient passage for the public. ▪ Ensuring safe and continuous access to office facilities, shops and residences during renovation activities, if the buildings stay open for the public. <p>(b) Possibility of public access to the site has been eliminated and a convenient bypass for public has been provided.</p> <p>(c) Sufficient lighting and road signs have been put in place to ensure pedestrian safety.</p>
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PART 4: MONITORING PLAN

Monitoring plan Lipetsk

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
Project preparation stage (1) dedicated lanes for public transport will be rearranged (2)Upgrading of bus, trolleybus and tram rolling stock	Legal status of land use (environmental protection territories)	Lipetsk	Local authorities	Once during the preparation stage	Due to its significance	Project Implementation Group
	Management and utilization of industrial wastes	Lipetsk	Local authorities	Once during the preparation stage	Due to its significance	Project Implementation Group
	Use of territory due to its fixed functional, constructional, landscape purpose	Lipetsk	Local authorities	Once during the preparation stage	Due to its significance	Project Implementation Group
	Condition of environment, its components, resources of negative impacts on environment	Lipetsk	Using archival data. Instrumentally, using outdoor surveys	Once during engineering surveys stage	Due to its significance	Project Implementation Group

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	<p>concerning impact limits on the following:</p> <ul style="list-style-type: none"> • air pollution • noise pollution • vibration level • other physical impacts • soils pollution 					
	<p>Transport, engineering and social infrastructures condition including:</p> <ul style="list-style-type: none"> • Street-road network objects • Parking and other facilities for individual automobile 	Lipetsk	Using archival data. Instrumentally, using outdoor surveys	Once during engineering surveys stage	Due to its significance	Project Implementation Group

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	<p>storage</p> <ul style="list-style-type: none"> Condition of the following systems: water usage, water disposal, heating, electricity supplies, fuel supplies Social services objects (by type) Green planted recreation land of public use 					
	Condition and use of cultural heritage objects	Lipetsk	Using archival data	Once, during engineering surveys	Due to its significance	Project Implementation Group
	State and use of natural territory,	Lipetsk	Using archival data. Instrumentally,	Once during engineering surveys	Due to its significance	Project Implementation

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	including: <ul style="list-style-type: none"> • Natural conditions ; • Biodiversity; • Valuable natural objects; • Landscape; • flora • fauna • soil and water reservoirs condition; • recreational and other land use; • character and source of anthropogenic impacts on the territory and components 		using outdoor surveys	stage		Group

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	of the area					
Reconstruction of dedicated lanes for public transport	Land constitutive documents, land borders	Lipetsk	Visual control	Local authorities	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities
	State of vegetation and soil cover	Lipetsk	Instrumentally, by Rosprirodnadzor permission	Twice during preparation stage and in the end of construction	Due to its significance	authority Rosprirodnadzor Project Implementation Group
	Places of fertile soil storage	Lipetsk	municipalities authority	Periodically during quarter	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group
	Places and	Lipetsk	Visually, by	Periodically during	Due to its	Executive bodies of

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	amounts of removed soil		calculations municipalities authority	quarter	significance	Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group
	Composition and amount of air emissions (from stationary and mobile sources)	Lipetsk	By records of operation time. By calculations.	Periodically during quarter	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group
	Amount and composition of water used for industrial and sanitary-drinking	Lipetsk	Instrumentally. By readings of accounting instruments	Periodically during quarter	Due to its significance	P Executive bodies of Russian Federation subjects, Lipetsk municipalities

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	needs					authority Rosprirodnadzor Project Implementation Group
	Amount and composition of discharged wastewater	Lipetsk	As a rule, by calculations.	Periodically during quarter	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group
	Composition and amount of generated construction and sanitary solid wastes	Lipetsk	As a rule, by calculations.	Periodically during quarter	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
						Group
	Noise level	Lipetsk	Instrumentally	Once in night time	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Rospotrebdadzor Project Implementation Group
	Soil quality within the sites of temporary waste disposal and hazardous substances and materials storage	Lipetsk	Instrumentally	Annually	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Rospotrebdadzor Project Implementation Group

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	Quality and safety of used construction materials, substances and equipment (including asbestos, PCB ODS, etc.)	Lipetsk	By safety passports, and certificates for materials, substances and equipment.	In order of entry	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Rospotrebdadzor Project Implementation Group
	Labor safety at object	Lipetsk	Visual control	Daily	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Project Implementation Group
	Safety and comfort of population living within adjacent	Lipetsk	By records of complaints from citizens	Weekly	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
	territory					municipalities authority Project Implementation Group
	Quality of technical and biological restoration/recultivation	Lipetsk	Instrumentally, by Rospotrebnadzor permission	Once, upon recultivation accomplishment	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group
Operation stage	Composition and amount of air emissions (if own on-site boiler exists)	Lipetsk	Instrumentally and by calculations	Instrumentally - annually. Calculation - quarterly	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
						Group
	Composition and volume of industrial waste	On the territory of Lipetsk municipalities authority in accordance with permission	By calculations	Quarterly	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group
	After the upgrading of bus, trolleybus and tram waste disposal and hazardous substances and materials storage	On the territory of Lipetsk municipalities authority in accordance with permission	Instrumentally, By Rospotrebnadzor order	Annually	Due to its significance	Executive bodies of Russian Federation subjects, Lipetsk municipalities authority Rosprirodnadzor Project Implementation Group

ST PETERSBURG

PART 1: GENERAL INFORMATION ABOUT THE PROJECT AND OBJECT

INSTITUTIONAL & ADMINISTRATIVE				
Country	Russian Federation			
Project title	The National Urban Transport Improvement Project. Saint-Petersburg			
Scope of project and activity	<p>The Project includes the following main activates under the sub-project in St.-Petersburg includes the following:</p> <p>Introduction of the principle of paid on-street parking within the pilot project, including installation of traffic signs, road marking , installation of parking machines;</p> <p>Establishment of the Parking management and monitoring Center; Implementation of the system to video record parking violations.</p> <p>The project also includes implementation and operation of the traffic management system:</p> <p>Creation of a single traffic management center,</p> <p>Providing priority of public transport,</p> <p>Implementation of control system at intersections, Implementation of traffic flow monitoring system,</p> <p>Development of the navigation and information system for traffic participants,</p> <p>Miscellaneous video systems.</p>			
Institutional arrangements (Name and contacts)	WB (Project Team Leader)	Project Management	Local Counterpart and/or Recipient	
Implementation arrangements (Name and contacts)	Safeguard Supervision	Local Counterpart Supervision	Local Inspectorate Supervision	Contractor
SITE DESCRIPTION				
Name of site	Urban Transport Improvement in the Lipetsk city			

Describe site location	Saint- Petersburg	Attachment 1: Site Map []Y [] N
Who owns the land?	Municipal lands	
Geographic, physical, biological, geological, hydrographic and social-economic description	<p>St. Petersburg is the administrative center of the Northwestern Federal District which includes the Republic of Karelia, Komi Republic, Arkhangelsk Oblast, Vologda Oblast, Kaliningrad Oblast, Leningrad Oblast, Murmansk Oblast, Novgorod Oblast, Pskov Oblast and Nenets Autonomous Okrug.</p> <p>St. Petersburg is located at the Eastern part of the Gulf of Finland in the Baltic Sea. The city covers an area of 1439 km2, including the high-density territory of 650 km2 with almost overall construction.</p>	
LEGISLATION		
Identify national & local legislation & permits that apply to project activity	<p>Federal Legislation</p> <p>Environmental impact assessment (EIA) is an obligatory procedure for making decision on carrying out a business or another activity. At the same time, only the EIA objects, which concurrently are the objects of the State Environmental Review (SER), are subject to the governmental supervision.</p> <p>The Project may be classified as an object of the regional SER if the Project is implemented on the lands within the regional or local specifically protected natural territories (SPNT).</p> <p>Law of St. Petersburg “On boundaries in protection zones for the cultural heritage objects of St. Petersburg territories and land use provisions within the boundaries of the above zones and on introduction of changes in the Law of St. Petersburg “On the General Plan of St. Petersburg and boundaries in protection zones for the cultural heritage objects of St. Petersburg territories”.(Adopted by Legislative Assembly of St. Petersburg on December 24, 2008).</p> <p>The Law states the protection zones in the historically formed central districts of St. Petersburg (Admiralteisky, Vasileostrovsky, Petrogradsky, and Central). The Law states that if the relevant provisions are applicable, documentation on constructive, fatigue and other works within the protection zones for the cultural heritage objects of St. Petersburg territories shall be developed on the basis of the statement issued by a governmental body for protection of the cultural heritage objects.</p> <p>Planning projects for the territories within the protection zones for the cultural heritage objects of St. Petersburg shall include historical-cultural (historical-architectural and historical- town</p>	

	planning) master plan. In this case Physical Cultural Resources Action Plan will be prepared.
PUBLIC CONSULTATION	
Identify when / where the public consultation process took place	
INSTITUTIONAL CAPACITY BUILDING	
Will there be any capacity building?	<input type="checkbox"/> N or <input type="checkbox"/> Y if Yes, Attachment 2 includes the capacity building program

PART 2: SAFEGUARDS SCREENING AND TRIGGERS

ENVIRONMENTAL /SOCIAL SCREENING			
	Activity	Status	Triggered Actions
Will the site activity include/involve any of the following??	J. Building rehabilitation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section A below
	K. Minor new construction	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section A below
	L. Individual wastewater treatment system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section B below
	M. Historic building(s) and districts	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section C below
	N. Acquisition of land ⁴	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section D below
	O. Hazardous or toxic materials ⁵	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section E below
	P. Impacts on forests and/or protected and recreation areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section F below
	Q. Handling / management of medical waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section G below
	R. Traffic and Pedestrian Safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section H below

⁴ Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transferred and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

⁵ Toxic / hazardous material includes but is not limited to asbestos, toxic paints, noxious solvents, removal of lead paint, etc.

PART 3: MITIGATION MEASURES

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and Worker/ Public Safety	<ul style="list-style-type: none"> (g) The local construction and environment inspectorates and communities have been notified of upcoming activities (h) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works) (i) All legally required permits have been acquired for construction and/or rehabilitation (j) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment. (k) Workers' PPE will comply with international good practice and national HS requirements (always hardhats, as needed masks and safety glasses, harnesses and safety boots) (l) Appropriate signposting of the sites will inform workers of key rules and regulations to follow
A. Construction Activities <i>Potential impacts:</i> Excavation impacts and soil erosion <input type="checkbox"/> Increase sediment loads in receiving waters <input type="checkbox"/> Site specific vehicular traffic <input type="checkbox"/> Increase in dust and air emissions and noise from demolition and/or construction and installation of transportation facilities	Air Quality	<ul style="list-style-type: none"> (i) Demolition debris shall be kept in controlled area and sprayed with water mist to reduce debris dust (j) During pneumatic drilling/wall (pavements) destruction dust shall be suppressed by ongoing water spraying and/or installing dust screen enclosures at site (k) The surrounding environment (side walks, roads) shall be kept free of debris to minimize dust (l) Non-dusting materials will be used whenever feasible (m) There will be no burning of construction / waste

<input type="checkbox"/> Construction waste <input type="checkbox"/> Risk of accidents and injuries		<p>material at the site</p> <p>(n) There will be no excessive idling of construction vehicles at sites</p> <p>(o) Pathways and number of construction transport facilities must be optimized</p> <p>(p) Air emissions (including GHG) from mobile pollution sources must meet existing standards</p>
	Noise	<p>(e) Construction noise will be limited to restricted times agreed to in the permit and/or meet standards, or as agreed with public and authorities</p> <p>(f) During operations the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible</p> <p>(g) Vibration will be limited to existing federal, regional and local standards.</p> <p>(h) Traffic management plan for the construction period shall include measures to minimize noise.</p>
	Water Quality	<p>(b) The site will establish appropriate erosion and sediment control measures such as e.g silt fences to prevent sediment from moving off site and causing excessive turbidity in nearby water bodies; and closed areas for construction materials storage</p>
	Waste management	<p>(g) Waste collection and disposal pathways and sites will be identified for all major waste types expected from demolition, ground excavation and construction activities.</p> <p>(h) Hazardous materials including asbestos will not be used where possible.</p> <p>(i) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid, flammable and chemical wastes by on-site sorting and</p>

		<p>stored in appropriate containers on specially equipped sites in order to prevent waste entry into the environment.</p> <p>(j) Construction waste will be collected and disposed properly by licensed collectors</p> <p>(k) The records of waste disposal will be maintained as proof for proper management as designed.</p> <p>(l) Whenever feasible the contractor will reuse and recycle appropriate and viable materials (except asbestos)</p>
<p>B. Individual wastewater treatment system</p> <p>Potential impacts:</p> <p><input type="checkbox"/> Effluent and / or discharges into receiving waters</p>	Water Quality	<p>(f) The approach to handling sanitary wastes and wastewater from building sites (installation or reconstruction) must be approved by the local authorities</p> <p>(g) Before being discharged into receiving waters, effluents from individual wastewater systems must be treated in order to meet the minimal quality criteria set out by national guidelines on effluent quality and wastewater treatment</p> <p>(h) Construction vehicles and machinery will be washed only in designated areas where runoff will not pollute natural surface water bodies</p> <p>(i) Storm waters shall be collected and treated.</p>
<p>C. Historic building(s)</p> <p>Potential impacts:</p> <p><input type="checkbox"/> Risk of damage to known/unknown historical and/or archeological sites</p>	Cultural Heritage	<p>(e) If the building is a designated historic structure, very close to such a structure, or located in a designated historic district, notification shall be made and approvals/permits be obtained from local and/or federal authorities and all construction activities planned and carried out in line with local and national legislation.</p>

		<p>(f) It shall be ensured that provisions are put in place so that artifacts or other possible “chance finds” encountered in excavation or construction are noted and registered, responsible officials contacted, and works activities delayed or modified to account for such finds.</p> <p>(g) Impairment of the visual comprehension of designated historic structures shall be prevented.</p> <p>(h) Historically formed planning pattern of the landscaped areas and open spaces shall be conserved.</p>
<p>E. Toxic Materials</p> <p><i>Potential impacts:</i></p> <p><input type="checkbox"/> Removal and disposal of toxic and/or hazardous digging and/or demolition and /or construction waste</p> <p><input type="checkbox"/> Storage of machine oils and lubricants</p> <p><input type="checkbox"/> Risk of surface and ground water pollution</p>	Toxic / hazardous waste management	<p>(f) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information</p> <p>(g) The containers of hazardous substances shall be placed in an leak-proof container to prevent spillage and leaching</p> <p>(h) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.</p> <p>(i) Paints with toxic ingredients or solvents or lead-based paints will not be used</p> <p>(j) Toxic materials management in the work space will be controlled.</p>
<p>F. Affected forests, water bodies, and/or protected, landscaped and recreation areas</p> <p><i>Potential impacts:</i></p> <p><input type="checkbox"/> Encroachment on designated forests, landscaped, buffer and /or protected areas</p> <p><input type="checkbox"/> Disturbance of locally protected animal habitat</p> <p><input type="checkbox"/> Disturbance of local recreation areas</p> <p><input type="checkbox"/> Disturbance of individual trees</p>	Protection	<p>(f) All recognized natural habitats, protected, landscaped and recreation areas in the immediate vicinity of the activity will not be damaged or exploited, all staff will be strictly prohibited from damaging activities.</p> <p>(g) A survey and an inventory shall be made of large trees in the vicinity of the construction activity, large trees shall be marked and cordoned off with fencing, their root system protected, and any damage to the trees</p>

		<p>avoided</p> <p>(h) Adjacent water bodies shall be protected from construction site run-off through localizing of uncontrolled site run-off with appropriate erosion and sediment control feature to include by not limited to silt fences, etc.</p> <p>(i) There will be no unlicensed borrow pits, quarries or waste dumps in adjacent areas, especially not in protected areas.</p> <p>(j) Temporary engineering networks shall not be placed in the landscaped areas.</p>
<p>H Traffic and Pedestrian Safety</p> <p><i>Potential impacts:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Site specific vehicular traffic <input type="checkbox"/> Site is in a populated area <input type="checkbox"/> Possibility of bypass access road to minimize disturbance to public <input type="checkbox"/> Site specific public passage and traffic management, possibly agreed with the road police. 	<p>Direct or indirect hazards to public traffic and pedestrians by construction activities</p>	<p>(a) In compliance with national regulations the contractor will insure that the construction site is properly secured and construction related traffic regulated. This includes but is not limited to</p> <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the public warned of all potential hazards ▪ Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes. ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours ▪ Active traffic management by trained and visible staff at the site, if required for safe and convenient passage for the public. ▪ Ensuring safe and continuous access to office facilities, shops and residences during renovation activities, if the buildings stay open for the public.

		<p>(b) Possibility of public access to the site has been eliminated and a convenient bypass for public has been provided.</p> <p>(c) Sufficient lighting and road signs have been put in place to ensure pedestrian safety.</p>
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PART 4: MONITORING PLAN FOR SAINT PETERSBURG

Phase	What (Is the parameter to be monitored?)	Where (Is the parameter to be monitored?)	How (Is the parameter to be monitored?)	When (Define frequency / the or continuous?)	Why (Is the parameter being monitored?)	Who (Is responsible for monitoring?)
Preparation for project implementation	<p>Transport arrangements to site access</p> <p>Traffic management and regulations</p> <p>Availability of waste disposal facilities</p> <p>Hazardous waste inventory (asbestos)</p> <p>Construction material quality control (eg. paints /</p>	at the site Saint Petersburg	<p>Using archival data. find data of outdoor surveys</p> <p>Municipal and local control</p> <p>By Rospotrebnadzor permissions</p>	<p>Once during the preparation stage</p> <p>Common sanitary and technical regulations</p>	<p>Due to its significance</p> <p>To avoid of negative impacts on ground/ surface waters</p>	<p>Executive bodies of Russian Federation subjects, SPb municipalities authority</p> <p>Rosprirodnadzor Project Implementation Group</p>

	solvents)					
During project implementation	dust generation noise emissions waste and wastewater types, quality and volumes surface drainage soundness	on site and in immediate neighborhood, close to potential impacted residents	visual Municipal and local control By Rospotrebnadzor permissions	Quarterly	Due to its significance To avoid of negative impacts on ground/ surface waters Appropriate waste management and disposal	Executive bodies of Russian Federation subjects, SPb municipalities authority Rosprirodnadzor Project Implementation Group

BALASHIKHA

PART 1: GENERAL INFORMATION ABOUT THE PROJECT AND OBJECT

INSTITUTIONAL & ADMINISTRATIVE	
Country	Russian Federation
Project title	The National Urban Transport Improvement Project. Sub-Project of Urban Transport Improvement in Balashikha municipality.
Scope of project and activity	<p>The objective of the sub-project is to assist the municipal authorities with increasing competitiveness of bus services compared with private (car) transport in terms of journey time, comfort and cost.</p> <p>The project envisions preparation of a comprehensive project for optimization of public transport route network, including an analysis of the existing route network and the quality of public transport services, analysis of accessibility, public transport infrastructure, and traffic flows. The project also will provide for identification of priority measures aimed at improving quality of services and attractiveness of bus transport, optimization of route network and design of public transport lanes scheme.</p> <p>The project includes preparation of technical documents and design related to modernization and equipment of public transport stops, as well as design of fixed infrastructure at bus shelters. The project also includes installation of new (modern vandal-resistant) bus shelters, civil work to connect them to the power lines, and data transmission.</p> <p>The project will include an upgrade of bus rolling stock (procurement of buses).</p> <p>The project will identify priority traffic management and road safety measures. This will include preparation of a comprehensive traffic management plan and establishment of the Traffic Management Center, including design and installation of head-end and communications equipment. The project includes an upgrade and installation of new traffic lights, including the development of design documentation, and works on the modernization and installation of equipment.</p> <p>Activities aimed at improving road safety will also include the development of comprehensive programs for collection and analysis of accident data, improvement of regulatory and design frameworks, as well as development and implementation of priority programs and activities to improve road safety for all users (e.g. program of</p>

	crossings channeling, installation of road signs, road marking). Along with road safety measures, the project envisions measures to improve conditions for pedestrians and cyclists and improve their safety (e.g. improvement of sidewalks and development of bicycle lanes, modernization of crosswalks, etc.).			
Institutional arrangements (Name and contacts)	WB (ProjectTeamLeader)	ProjectManagement	LocalCounterpartand/orRecipient	
Implementation arrangements (Name and contacts)	Safeguard Supervision	Local Counterpart Supervision	Local Inspectorate Supervision	Contractor
SITE DESCRIPTION				
Name of site	The Balashikha city, Moscow oblast			
Describesitelocation			Attachment 1: Site Map []Y []N	
Who owns the land?	Municipal lands			
Geographic, physical, biological, geological, hydrographic and social-economic description	<p>Balashikha is the largest city of the Moscow Oblast. It is located at 5 km from the Moscow Ring Road (MKAD). It is a part of the similarly named city district formed from settlements of the Balashikha region in 2005. The city population exceeds 215 thousand people, and the district area is over 200 km².</p> <p>The city district Balashikha adjoins Moscow that makes the district attractive from view of the capital transport accessibility: the city is connected with Moscow via highways Entuziastov and Schelkovskoye and a separate rail road (Gor'kiy city direction).</p> <p>Balashikha is located in the Meschera lowland by the sides of the Pekhorka river and its tribute Gorenka, and the Balashikha suburbs are surrounded by mixed forests and numerous lakes.</p>			
LEGISLATION				
Identify national &	Federal Legislation			

local legislation & permits that apply to project activity	<p>Environmental impact assessment (EIA) is an obligatory procedure for making decision on carrying out a business or another activity. At the same time, only the EIA objects, which concurrently are the objects of the State Environmental Review (SER), are subject to the governmental supervision.</p> <p>The Project may be classified as an object of the regional SER if the Project is implemented on the lands within the regional or local specifically protected natural territories (SPNT).</p> <p>Moscow oblast Regional Legislation⁶</p>
PUBLIC CONSULTATION	
Identify when / where the public consultation process took place	
INSTITUTIONAL CAPACITY BUILDING	
Will there be any capacity building?	<input type="checkbox"/> N or <input type="checkbox"/> Y if Yes, Attachment 2 includes the capacity building program

⁶ <http://admlip.ru/authorities/administratsiya-lipetskoy-oblasti/otraslevye-isp-organy/upravlenie-ekologii/>

PART 2: SAFEGUARDS SCREENING AND TRIGGERS

ENVIRONMENTAL /SOCIAL SCREENING			
Will the site activity include/involve any of the following??	Activity	Status	Triggered Actions
	S. Building rehabilitation	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section A below
	T. Minor new construction	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section A below
	U. Individual wastewater treatment system	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section B below
	V. Historic building(s) and districts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section C below
	W. Acquisition of land ⁷	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section D below
	X. Hazardous or toxic materials ⁸	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section E below
	Y. Impacts on forests and/or protected and recreation areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section F below
	Z. Handling / management of medical waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Section G below
	AA. Traffic and Pedestrian Safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Section H below

PART 3: MITIGATION MEASURES

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and	(m) The local construction and environment inspectorates and communities have been notified of upcoming

⁷ Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transferred and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

⁸ Toxic / hazardous material includes but is not limited to asbestos, toxic paints, noxious solvents, removal of lead paint, etc.

	Worker/ Public Safety	<p>activities</p> <p>(n) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works)</p> <p>(o) All legally required permits have been acquired for construction and/or rehabilitation</p> <p>(p) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment.</p> <p>(q) Workers' PPE will comply with international good practice and national HS requirements (always hardhats, as needed masks and safety glasses, harnesses and safety boots)</p> <p>(r) Appropriate signposting of the sites will inform workers of key rules and regulations to follow</p>
<p>A. Construction Activities</p> <p><i>Potential impacts:</i></p> <ul style="list-style-type: none"> <input type="checkbox"/> Site specific vehicular traffic <input type="checkbox"/> Increase in dust and air emissions and noise from demolition and/or construction and installation of transportation facilities <input type="checkbox"/> Construction waste <input type="checkbox"/> Risk of accidents and injuries 	Air Quality	<p>(q) Demolition debris shall be kept in controlled area and sprayed with water mist to reduce debris dust</p> <p>(r) During pneumatic drilling/wall (pavements) destruction dust shall be suppressed by ongoing water spraying and/or installing dust screen enclosures at site</p> <p>(s) The surrounding environment (side walks, roads) shall be kept free of debris to minimize dust</p> <p>(t) Non-dusting materials will be used whenever feasible</p> <p>(u) There will be no burning of construction / waste material at the site</p> <p>(v) There will be no excessive idling of construction vehicles at sites</p> <p>(w) Pathways and number of construction transport facilities must be optimized</p> <p>(x) Air emissions (including GHG) from mobile pollution sources must meet existing standards</p>

	Noise	<ul style="list-style-type: none"> (i) Construction noise will be limited to restricted times agreed to in the permit and/or meet standards, or as agreed with public and authorities (j) During operations the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible (k) Vibration will be limited to existing federal, regional and local standards. (l) Traffic management plan for the construction period shall include measures to minimize noise.
	Water Quality	<ul style="list-style-type: none"> (c) The site will establish appropriate control measures to prevent sediment from moving off site; and closed areas for construction materials storage
	Waste management	<ul style="list-style-type: none"> (m) Waste collection and disposal pathways and sites will be identified for all major waste types expected from demolition, ground excavation and construction activities. (n) Hazardous materials including asbestos will not be used where possible. (o) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid, flammable and chemical wastes by on-site sorting and stored in appropriate containers on specially equipped sites in order to prevent waste entry into the environment. (p) Construction waste will be collected and disposed properly by licensed collectors (q) The records of waste disposal will be maintained as proof for proper management as designed. (r) Whenever feasible the contractor will reuse and recycle appropriate and viable materials (except asbestos)

B. Individual wastewater treatment system <i>Potential impacts:</i> <input type="checkbox"/> Effluent and / or discharges into receiving waters	Water Quality	(j) The approach to handling sanitary wastes and wastewater from building sites (installation or reconstruction) must be approved by the local authorities (k) Construction vehicles and machinery will be washed only in designated areas where runoff will not pollute natural surface water bodies (l) Storm waters shall be collected and treated.
C. Historic building(s)	Cultural Heritage	(i) If the building is a designated historic structure, very close to such a structure, or located in a designated historic district, notification shall be made and approvals/permits be obtained from local and/or federal authorities and all construction activities planned and carried out in line with local and national legislation. (j) It shall be ensured that provisions are put in place so that artifacts or other possible “chance finds” encountered in excavation or construction are noted and registered, responsible officials contacted, and works activities delayed or modified to account for such finds. (k) Impairment of the visual comprehension of designated historic structures shall be prevented. (l) Historically formed planning pattern of the landscaped areas and open spaces shall be conserved.

<p>E. Toxic Materials</p> <p>Potential impacts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Removal and disposal of toxic and/or hazardous digging and/or demolition and /or construction waste <input type="checkbox"/> Storage of machine oils and lubricants <input type="checkbox"/> Risk of surface and ground water pollution 	<p>Toxic / hazardous waste management</p>	<p>(k) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information</p> <p>(l) The containers of hazardous substances shall be placed in an leak-proof container to prevent spillage and leaching</p> <p>(m) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.</p> <p>(n) Paints with toxic ingredients or solvents or lead-based paints will not be used</p> <p>(o) Toxic materials management in the work space will be controlled.</p>
<p>F. Affected forests, water bodies, and/or protected, landscaped and recreation areas</p> <p>Potential impacts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Disturbance of individual trees 	<p>Protection</p>	<p>(d) All recognized natural habitats, protected, landscaped and recreation areas in the immediate vicinity of the activity will not be damaged or exploited, all staff will be strictly prohibited from damaging activities.</p> <p>(e) A survey and an inventory shall be made of large trees in the vicinity of the construction activity, large trees shall be marked and cordoned off with fencing, their root system protected, and any damage to the trees avoided</p>
<p>H Traffic and Pedestrian Safety</p> <p>Potential impacts:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Site specific vehicular traffic <input type="checkbox"/> Site is in a populated area <input type="checkbox"/> Possibility of bypass access road to minimize disturbance to public <input type="checkbox"/> Site specific public passage 	<p>Direct or indirect hazards to public traffic and pedestrians by construction activities</p>	<p>(f) In compliance with national regulations the contractor will insure that the construction site is properly secured and construction related traffic regulated. This includes but is not limited to</p> <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the public warned of all potential hazards ▪ Traffic management system and staff training, especially for site access and near-site heavy

and traffic management, possibly agreed with the road police.		<p>traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes.</p> <ul style="list-style-type: none"> ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours ▪ Active traffic management by trained and visible staff at the site, if required for safe and convenient passage for the public. ▪ Ensuring safe and continuous access to office facilities, shops and residences during renovation activities, if the buildings stay open for the public. <p>(g) Possibility of public access to the site has been eliminated and a convenient bypass for public has been provided.</p> <p>(h) Sufficient lighting and road signs have been put in place to ensure pedestrian safety.</p>
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PART 4: MONITORING PLAN FOR BALASHIKHA

Stage	What	Where (is it necessary to control the parameter)	How (is it necessary to control the parameter)	When (estimate the frequency/continuity)	Why (why is the parameter controlled?)	Who (who is responsible for control?)
Preparation for project implementation (surveys and design)	<p>Transport arrangements to site access</p> <p>Traffic management and regulations</p> <p>Availability of waste disposal facilities</p> <p>Hazardous waste inventory (asbestos)</p> <p>Construction material quality control (eg. paints / solvents)</p>	On the territory of Balashikha	<p>Using archival data. find data of outdoor surveys</p> <p>Municipal and local control</p> <p>By Rospotrebnadzor permissions</p>	<p>Once during the preparation stage</p> <p>Common sanitary norms and technical regulations</p>	<p>Due to its significance</p> <p>To avoid of negative impacts on ground/ surface waters</p> <p>Appropriate waste management and disposal</p>	<p>Executive bodies of Russian Federation subjects, Balashikha municipalities authority</p> <p>Rosprirodna dzor</p> <p>Project Implementation Group</p>
During project implementation	<p>dust generation</p> <p>noise emissions</p> <p>waste and wastewater</p>	on site and in immediate neighborhood, close to potential	<p>visual</p> <p>Municipal and local control</p> <p>By Rospotrebnadzor</p>	Quarterly	<p>Due to its significance</p> <p>To avoid of negative impacts</p>	<p>Executive bodies of Russian Federation subjects,</p>

	types, quality and volumes surface drainage soundness	impacted residents	permissions		on ground/ surface waters Appropriate waste management and disposal	Balashikha municipalities authority Rosprirodna dzor Project Implementation Group
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APPROVED

Deputy Head, Balashikha
Administration

June “__”, 2014

**Public Consultations on Draft Environmental Management Framework and Draft
Resettlement Policy Framework Prepared under the National Urban Transport
Improvement Project**

MINUTES

Balashikha Municipality

June 10, 2014

Participants:

S. Morozov - Deputy Head, Balashikha Administration

M. Sharygina - Deputy Head, Balashikha Administration

S. Chizhov - Head, Department of Transport, Roads and Communications,
Balashikha Administration

E. Bychkova - Head, Comprehensive Analysis, Strategic Planning and
Socioeconomic Development Forecast Sector, Economic Development
Department, Balashikha Administration

S. Kirnos - Head, Procurement Department, Bureau of Economic Analysis

A. Durova - Transport Specialist, World Bank

A. Shestakov - Member, Balashikha City Council

V. Glazunov - Member, Balashikha City Council

A. Goryachev - Member, Balashikha City Council

Local residents: B. Goryunov, A. Mishakov, M. Bakulina, P. Askerov, P. Popov, and N. Pyatachkova

Agenda:

Discussion of the Draft Resettlement Policy Framework and the Draft Environmental Management Framework Applicable in Balashikha under the National Urban Transport Improvement Project

Speakers:

M. Sharygina, S. Morozov, S. Chizhov, E. Bychkova, S. Kirnos, B. Goryunov, A. Goryachev, and N. Pyatachkova

Issues discussed:

The federal Ministry of Transport, together with the World Bank, is about to implement the National Urban Transport Improvement Project. The World Bank shall provide a loan to Russia in support of the Project. Russia shall allocate additional funds to implement Project activities. Balashikha shall receive about RUR2.3 billion from the loan proceeds and federal budget for Project implementation. However, the funds shall be allocated as goods and services rather than cash. Disbursement may already start in October-November 2014.

The Project aims to improve the quality and sustainability of urban transport systems (UTS) and reduce the negative transport impact on the environment. The Project shall address challenges relating to policy improvement to provide for UTS sustainable development, as well as prepare and implement UTS improvement pilot projects in three Russian cities: Balashikha, St. Petersburg and Lipetsk.

MinTrans has drafted framework documents on social and environmental safeguards under the National Urban Transport Improvement Project, which have been agreed with the World Bank.

The draft Resettlement Policy Framework and the Draft Environmental Management Framework have been repeatedly disclosed on the Balashikha Municipality official website. The latest disclosure was on June 2, 2014 in the News Section.

Though the Russian legislation incorporates the principles of these documents it is an international project that should comply with the World Bank's requirements. In order to launch the Project, the Borrower shall undertake to conduct public consultations on and adopt the two draft documents, that is:

1. The Resettlement Policy Framework; and
2. The Environmental Management Framework.

Project activities would include the construction of bicycle lanes, improvement of right turns, organization of circular traffic, establishment of a Traffic Management Center, installation of bus shelters, etc. The Balashikha Administration, together with the designer, has developed a set of Project interventions in a way to avoid the need for additional civil works and not to affect the interests of land plot users. Similarly, these interventions should not deteriorate environmental conditions in the municipality.

Resolution:

- There were no objections to the draft Resettlement Policy Framework or to the draft Environmental Management Framework;
- Activities planned under the Project in Balashikha do not require any resettlement;
- Deterioration of environmental conditions under the Project should not be allowed;
- If necessary, additional consultations shall be organized at the Project implementation stage; and
- It was proposed at the public consultations that further discussions of Project progress be held in future.

Public Consultations on the National Urban Transport Improvement Project

MINUTES

June 6, 2014
3.00 p.m.

Lipetsk Municipality

Chair: Nikolay Novikov, Acting First Deputy Head, Lipetsk City Administration;
Co-Chairs: Natalya Sitnikova, Deputy Chairman, Department of Transportation, Roads and Urban Land Improvement, Lipetsk City Administration;
 Andrey Sychikov, Head, Traffic Management Unit, Department of Transportation, Roads and Urban Land Improvement, Lipetsk City Administration

Participants:

Vera Ivanova	- Deputy Chair, Town Planning and Architecture Department, Lipetsk Administration / Chief Lipetsk City Architect
Elena Romakina	- Deputy Chair, Economic Development Department, Lipetsk Administration / Head, Regional Development and Municipal Economy Office
Galina Ponomareva	- Deputy Chair, Department of Transportation, Roads and Urban Land Improvement, Lipetsk City Administration
Alexey Vostrikov	- Deputy Chair, Department of Transportation, Roads and Urban Land Improvement, Lipetsk City Administration
Vitaliy Guryev	- Director, Municipal Unitary Enterprise <i>Lipetsk Public Transport</i>
Sergey Matrusov	- Deputy Director, Municipal Unitary Enterprise <i>Lipetsk Public Transport</i> / Head, Tram and Trolleybus Sector
Victor Obyedkov	- Director, Municipal Unitary Enterprise <i>Lipetsk Urban Transport Company</i>
Vladislav Alenin	- Member, Lipetsk City Council
Olga Morozova	- Head, Environmental Safety Sector, Environmental Department, Lipetsk City Administration
Vassiliy Rodionov	- Chair, City Public Chamber
Alexandr Lebedev	- Head, Municipal Unitary Enterprise <i>Lipetsk City Chief Inspector Office</i>
Yuriy Stokov	- Director, Municipal Unitary Specialist Enterprise of Lipetsk City Street Cleaning Vehicles
Nikolay Dushko	- Director, Road Rehabilitation and Construction Company
Valeriy Borodin	- Co-Chair, Head of Sector of Roads, Transport and Urban Land Improvement, Community Board under the Chair of the Lipetsk City Council
M. Antsupov S. Smorodinov S. Kuznetsov I. Belyaev	- Lipetsk Municipality residents

G. Kobzeva	
L. Ulshina	
V. Malanina	
T. Klacheva	
L. Kachanova	
M. Proskurina	
M. Samoilov	
G. Goloshubova	
A. Venderevsky	
A. Pilyugin	
M. Bobilev	
T. Piseukova	
E. Sushnina	
A. Popov	
O. Nikulina	
T. Milyaeva	
T. Lukhavskaia	
I. Vaschenko	
N. Popova	
I. Gorlova	
A. Soshnina	
P. Serov	
I. Meshkova	
A. Ampilov	
A. Strukalov	
A. Krupin	
I. Sushkov	
V. Belikov.	
Yu. Danilov	
A. Pushkin	
M. Krivopusk	
A. Kutischeva	
L. Bolgova	
A. Mitskevich	
L. Popova	
A. Koloskova	
O. Korneva	
V. Samoilov	
I. Belozarov	
M. Beshemova	
A. Abramov	
A. Shatokhin	
O. Telegina	
Yu. Likhikh	
S. Mokanu	
A. Berstnev	
S. Kuzmin	
A. Dorofeev	

L. Losikhina L. Shalimova V. Alexeev Ye. Zhdanova O. Kozmina O. Kuzmina N. Katasonova N. Soboleva A. Borovskikh D. Khanikov S. Olimpieva P. Trunov N. Grigоров	
TVK TV Company <i>Lipetskoye</i> Vremya TV Company	- Mass media

Agenda:

1. The Resettlement Policy Framework; and
2. The Environmental Management Framework.

SPEAKERS:

N. Novikov

The introductory speech on the goals of the public consultations.

In November 2011, Lipetsk was included in the list of 18 candidate cities to participate in the National Urban Transport Improvement Project to be implemented on a pilot basis by the World Bank and the federal Ministry of Transport. Based on the Concept proposed by Lipetsk, it was selected as one of three participating pilot cities falling into 3 categories: a large city, a medium-sized city and a small city.

The Concept was finalized in the course of multiple working visits by the World Bank technical experts and MinTrans staff, and includes the following activities, as approved:

Introducing a bus priority scheme in part of the urban road network within the pilot zone; and improving the service quality and enhancing the attractiveness of public transport.

A. Sychikov

There are a number of cases in international practice where traffic congestion is addressed by improving traffic management efficiency, including the introduction and development of modern intelligent transport systems (ITS) capable of managing traffic within the existing road network without increasing the network density.

The ITS to be implemented shall:

- Provide for efficient traffic management, increase the road network capacity, prevent traffic congestion, and reduce traffic delays;
- Improve road safety;
- Ensure a quick response from and interaction between special (traffic police, emergency teams, and ambulances) and municipal services in case of any emergency in the urban road network;

- Streamline public transport traffic and improve the quality of public transport service;
- Introduce a public transport priority scheme;
- Provide real-time user information on traffic conditions and the best possible route options;
- Inform the senior officials and staff of municipal authorities at all levels on transport service and road traffic, as necessary; and
- Mitigate the environmental implications of traffic congestion.

N. Sitnikova

The Lipetsk Subproject shall finance the development of the existing urban PT ticketing system. System modernization would involve addressing the institutional and technical aspects of e-ticketing as well as remote cash/cashless fare payment, ticket purchase or replenishment of the e-ticket account at PT stops. Increasing the number of ticketing points is among the development priorities of the existing of PT fare payment system, and, therefore, payment terminals shall be installed at PT stops and connected to the settlement system run by MUE *Lipetsk Urban Transport Company* and to the Traffic Management Center which shall process statistical data. In addition to the installation of payment terminals, the Subproject is expected to support the installation of on-board fare payment monitoring devices in PT vehicles.

New trends in PT stop management are related to the need to create comfortable waiting areas and are determined by regional climatic conditions and innovations in areas such as IT, stand-alone power supply systems, functional performance (leisure), and services.

Activities to be implemented under the Project in Lipetsk do not require any resettlement.

Item	Comments, proposals, and questions	Answers and comments
1	A question on PT vehicles to be procured: domestic or foreign?	Procurement is not tied to any specific model. Vehicles shall be selected on the basis of specifications.
2	A proposal to hold additional public consultations in the City Public Chamber	Such consultations would be expedient to inform the city residents

RESOLUTION:

1. To approve the National Urban Transport Improvement Project to be implemented by the World Bank and the federal Ministry of Transport in Lipetsk.
2. The participants of the public consultations made no comments on the draft documents presented.

Chair:

N. Novikov

Co-Chairs:

N. Sitnikova

A. Sychikov

Minutes drawn up by:

A. Logvinov

Public Consultations on the National Urban Transport Improvement Project To Be Implemented in St. Petersburg on a Pilot Basis

MINUTES

June 9, 2014
5.00 p.m.

St. Petersburg

Venue: St. Petersburg Transport Infrastructure Committee (ul. Karavannaya, 9, Lit. A, Conference Room)

Chair:

Anatoliy Mishanov

Acting Chair, St. Petersburg Transport Infrastructure Committee

Participants:

Yuriy Agafonov	General Director, NP Alliance of Road Sector Builders and Vendors
Mikhail Alexeev	Resident of the Tsentralny District
Yuriy Vilinsky	General Director, LenAgroPromDorStroy
Rimma Voronkova	LLC LabGrad
Kirill Deltsov	Resident of the Tsentralny District
Elena Yermak	Director, SUE City Center of Parking Facilities and Garages
Alexey Zhurbin	Director, CJSC StroyProekt Institute
Kirill Ivanov	Director, Association of St. Petersburg Road and Bridge Sector Companies (NP DORMOST)
Lev Kaplan	Vice President/Director, SouyzPetroStroy
Alexandr Karpov	Director, Review Center ECOM
Denis Kovshov	Resident of the Admiralteisky District
Leonid Krasnikov	Vice President/General Director, North-West Transport Union
Alexandr Ledyayev	First Vice Rector, St. Petersburg State Transport

	University / Head, Chair of Tunnels and Metro Systems
Elena Maryakhina	Resident of the Tsentralny District
Alexandr Mishkevich	Head, Long-term Development Unit, Transport Infrastructure Committee
Tatyana Nikolaeva	Financial Director, LLC PiterStroy
Alexey Palin	Member, St. Petersburg Legislative Assembly / Chair, Transport Sector Committee
Valeriy Palchik	Directorate for Development of Saint Petersburg and Leningrad Oblast Transport System
Alexandr Petrenko	Resident of the Admiralteisky District
Mikhail Petrovich	Deputy General Director, CJSC Peterburgsky NPIgrad
Vladimir Privalov	Deputy General Director, CJSC Peterburg-Dorservis
Irina Savelyeva	Editor-in Chief, <i>Mir Dorog</i> Journal
Vladimir Smirnov	Head, Chair of Bridges. St. Petersburg State Transport University
Natalya Snegireva	Accountant, LLC BaltTransStroy
Alexandr Solodkiy	Head of Chair, St. Petersburg State University of Architecture and Civil Engineering
Alexey Terentyev	Head, Chair of Transport Service Management and Road Safety, National Mineral Resources University (University of Mines)
Irina Toldova	Assistant Director, SouyzPetroStroy
Ilya Tychinskiy	Deputy General Director, Directorate for Development of Saint Petersburg and Leningrad Oblast Transport System
Vladimir Tsukanov	Resident of the Admiralteisky District
Dmitriy Sherikh	Editor-in-Chief, <i>Sankt-Petersburgskie Vedomosti</i> Newspaper
Dmitriy Shperuk	Resident of the Tsentralny District

Agenda:

1. The Project area and list of key interventions.
2. The Environmental Management Framework.
3. The Resettlement Policy Framework.

SPEAKERS:

A.V. Mishanov

The introductory speech on the goal of the public consultations.

To implement the Project in St. Petersburg the City established a Working Group in April 2013. The Working Group, which includes representatives of the St. Petersburg executive public authorities and MinTrans, developed the Project Concept and the list of interventions that were approved by MinTrans and the World Bank.

The Project aims to improve the quality and sustainability of urban transport systems (UTS), make public transport more attractive, and provide for road safety.

The Project has the following objectives:

1. UTS reorganization to increase its efficiency by establishing demand/supply management mechanisms.
2. Increasing efficiency, accessibility and attractiveness of urban public transport for all groups of population.
3. Improving environmental conditions in St. Petersburg.

The Project area is restricted by the Neva and Fontanka Rivers. The Project shall be implemented in 2015-2018. The Project shall support the following activities:

- Development and implementation of a comprehensive traffic management scheme in the pilot area, including a PT priority scheme at intersections;
- Installation of enforcement cameras;
- Establishment of a traffic forecast system, including the monitoring and driver information subsystem;
- Establishment of smart stops in the Project area;
- Implementation of on-street paid parking in the Project area (about 20,000 parking places); and
- Environmental monitoring in the Project area.

A.M. Mishkevich

Pursuant to the World Bank's rules, MinTrans approved the Environmental Management Framework which considers the environmental risks of the Project activities and actions to mitigate these risks that should be envisaged in contract documents as contractors' obligations.

It should be noted that implementation of the Project activities are not expected to have a negative impact on the environment due to their small scale; on the contrary, we expect positive environmental implications.

A.M. Mishkevich

Pursuant to the World Bank's rules, MinTrans approved the Resettlement Policy Framework. It should be noted that preparation of the document is required by the World Bank. The list of Project activities does not include any interventions that may necessitate any resettlement (of either individuals or legal entities) as they will be implemented exclusively within the road

public network. Nevertheless, the Project will include an assessment (inventory) to identify persons eligible for compensation.

tem	Comments, proposals, and questions	Answers and comments
	What are the Project arrangements to monitor implementation of environmental protection activities?	Responsibility for monitoring under the Project is vested in the PIU, St. Petersburg executive public authorities, and Rosprirodnadzor. PIU staff shall implement monitoring activities at least once a quarter.
	How will the Project affect historic buildings in the city center?	The Project activities will not affect historic buildings as they will be implemented within the road network.
	Who will be affected by the Project activities? How will it touch upon socially vulnerable groups?	The Project activities should not affect anyone as they will be implemented within public areas.
	What are the parking arrangements in areas between buildings and well-like courtyards in the Project area?	Actions are being taken, together with the local authorities and premises owners, to organize parking in areas between buildings within the Project area, inter alia, by restricting vehicle access to such areas.

The public consultations helped identify areas where people's requests relating to Project implementation shall be taken into account.

Resolution:

1. To work with the local authorities and premises owners to organize parking in areas between buildings within the Project area, inter alia, by restricting vehicle access to such areas.
2. Prior to Project launch, to ensure that bidding documents include environmental provisions that would prevent any deterioration of environmental conditions and require that monitoring in the Project area be implemented at least once a year.

Chair:

A.V. Mishanov

Websites:

http://www.mintrans.ru/documents/detail.php?ELEMENT_ID=22167.

Balashikha:

<http://balashiha.ru/%D0%B1%D0%B0%D0%BB%D0%B0%D1%88%D0%B8%D1%85%D0%B0-%D1%83%D1%87%D0%B0%D1%81%D1%82%D0%B2%D1%83%D0%B5%D1%82-%D0%B2-%D1%80%D0%B5%D0%B0%D0%BB%D0%B8%D0%B7%D0%B0%D1%86%D0%B8%D0%B8-%D0%BF%D0%B8%D0%BB/>

St. Petersburg:

http://gov.spb.ru/gov/otrasl/tr_infr_kom/current_activities/seminars/;

Lipetsk:

http://lipetskcity.ru/iblock/struktura_administracii/glava_goroda_lipecka/predsedatel_departamenta_transporta_dorog/departament_transporta_dorog_i_blagoustrojstva/e/obshhestvennie_obsuzhdenija