



# Appraisal Environmental and Social Review Summary

## Appraisal Stage

### **(ESRS Appraisal Stage)**

Date Prepared/Updated: 12/23/2022 | Report No: ESRSA02494



**BASIC INFORMATION**

**A. Basic Project Data**

|                      |   |                          |                            |
|----------------------|---|--------------------------|----------------------------|
| Country              | Region  | Project ID               | Parent Project ID (if any) |
| Ukraine              |   | P180318                  |                            |
| Project Name         | Repairing Essential Logistics Infrastructure & Network Connectivity (RELINC) Project                      |                          |                            |
| Practice Area (Lead) | Financing Instrument  | Estimated Appraisal Date | Estimated Board Date       |
| Transport            | Investment Project Financing  | 12/19/2022               | 12/23/2022                 |
| Borrower(s)          | Implementing Agency(ies)  |                          |                            |
| Ukraine              | Ukravtodor, Ukrzaliznytsia, Ministry of Communities Territories and Infrastructure Development of Ukraine |                          |                            |

Proposed Development Objective

The Project Development Objective is to provide the means for mitigating the immediate impact that disrupted transport networks have on Ukraine’s population and economy.

| Financing (in USD Million) | Amount        |
|----------------------------|---------------|
| <b>Total Project Cost</b>  | <b>598.64</b> |

**B. Is the project being prepared in a Situation of Urgent Need of Assistance or Capacity Constraints, as per Bank IPF Policy, para. 12?**

Yes

**C. Summary Description of Proposed Project [including overview of Country, Sectoral & Institutional Contexts and Relationship to CPF]**

The Ukraine RELINC Project is designed as a US\$ 585 million “framework project” that will use an IPF instrument under the policy framework provided by OP/BP 10.0 Investment Project Financing and OP/BP 8.00, Rapid Response to Crises and Emergencies. The project is designed to support activities that enable Ukraine to partially address the ongoing emergency situation and urgent immediate needs in the transport sector. It provides a scope of support that is informed by both available and future financing over the short- and medium-term future. The Project has been



designed and Appraised for the full US\$585 million, including envisaged results indicator targets that match this envelope. The design outlines Project activities that will be implemented with an initial funding envelope of US\$ 50 million grant, as well as additional activities to be financed by an additional resource mobilization of US\$535 million, which is expected to be filled as subsequent Bank and donor funding (through trust funds, or co-financing) materializes.

## Summary

The proposed Project's design consists of four components: Components A & B will finance physical elements needed to ensure essential transport network functionality for: (i) humanitarian relief and recovery in war affected communities; and (ii) enhancing the resilience of economically vital westward logistics chains that connect Ukraine to EU neighbors and Moldova. Component C focuses on Ukraine's transport sector institutions and initiating the key reforms they need to advance readiness for delivering larger and more complex recovery programs which are likely to involve extensive cooperation with development partners. Component D provides a contingency response capability if required. Specific investments under each component are described below. Annex 2 contains a summary table of total needs under the framework project, current funding, and expected future funding by component at Appraisal.

Component A: Lifeline road connections (US\$ 23.5 mln funded; estimated funding need is US\$ 289 mln)

A1: Modular bridges needed to restore damaged road bridge connections: This sub-component will fund: (i) procurement of modular bridge systems (approximately 500 linear meters) needed to provide immediate and urgent repairs to restore damaged road network bridges; (ii) transport of modular bridge systems into Ukraine and delivery to UAD staging areas; (iii) training on modular bridge installation for UAD.

A2: Materials required for urgent road repairs and winter access: This sub-component will fund: (i) procurement of materials required for road repair and ensuring road access during winter months, including aggregates, bitumen, salt, grit, and road safety related equipment (including temporary barriers, signage, lighting, crash attenuators); and (ii) delivery of materials and equipment into Ukraine to UAD staging areas.

A3: Enhancement to western road Border Crossing Points (BCPs) to mitigate impacts of Black Sea disruption: This sub-component will fund: (i) procurement of scanning equipment for heavy goods vehicles and passenger cars for high priority BCPs; (ii) procurement of video surveillance for heavy goods vehicle zones at BCPs; and (iii) other equipment or technology solutions as needed to facilitate BCP operations.

Component B: Lifeline rail connections (US\$ 23.5 mln funded; estimated funding need is US\$ 289 mln)

B1: Flatbed wagon production to increase containerized transport capacity: This sub-component will fund flatbed railway wagon production which is urgently needed to increase the capacity of Ukraine's railway to move containerized freight. The expected quantity of flatbed wagons is approximately 200 units.

B2: Materials, components, and equipment for repair of vital rail lines: This sub-component will fund procurement of: (i) steel rail; (ii) sleepers and fasteners; (iii) switches; (iv) power supply equipment; and (v) safety and signaling equipment as needed to repair damaged railway lines and corresponding railway power supply systems.



B3: Rolling stock for operational efficiency: This sub-component will fund: (i) procurement of 1435 mm gauge rolling stock for transport of agricultural commodities (hopper cars and tank wagons needed for grain and oil seeds) on European railway networks; (ii) procurement of shunting locomotives to enhance resilience and efficiency of shunting operations; and (iii) mainline locomotives (both diesel and electric). This additional rolling stock is urgently needed to support export of Ukraine’s agricultural commodities via EU ports.

B4: Materials and modular bridges for damaged rail bridge repairs: This sub-component will fund: (i) procurement of modular bridge systems to restore damaged rail network bridge connections; (ii) procurement of steel members and other materials for repair of damaged rail bridges in-situ where technically feasible; (iii) training on modular bridge installation for UZ; and (iv) transport of modular bridge systems and materials into Ukraine and delivery to UZ staging areas.

Component C: Technical support for urgently needed recovery and reconstruction initiatives and project management (US\$ 3 mln funded; estimated funding need is US\$ 7 mln)

The subcomponent will fund (i) the cost associated with support from UNOPS for deploying the project’s initial US\$ 50 million funding; (ii) technical studies, including the detailed engineering designs and feasibility study; (iii) stakeholder engagement, a sector-wide Environmental and Social Management Framework (ESMF) and environmental and social instruments; (iv) incremental operating costs and delivery consultancy support within MoCTID / UZ / UAD; and (v) Project audits, technical supervision consultants for remote supervision and verification of transportation and delivery of the procured goods.

Component D: Contingent emergency response (US\$ 0 million)

Given the inherent uncertainty created by ongoing war, this zero-dollar component is designed to provide swift response in the event of an emerging crisis or emergency. The Government of Ukraine would be able to request the World Bank to reallocate Project funds to address humanitarian or other critical emergency needs that may materialize. In the event this Component would be triggered, a Contingent Emergency Response Manual (“CERC Manual”) will be prepared by MoCTID / UAD / UZ (or a combination depending on the nature of the emergency concerned). This will specify implementation arrangements for the component, including its activation process, roles and responsibilities of implementing agencies, a positive list of activities that may be financed, ESF related instruments, and fiduciary arrangements.

## D. Environmental and Social Overview

D.1. Detailed project location(s) and salient physical characteristics relevant to the E&S assessment [geographic, environmental, social]

The proposed Project consists of three components: Components A & B will finance physical elements needed to ensure essential transport network functionality for humanitarian relief and recovery in war affected communities and the most economically vital westward transit linkages that connect Ukraine to EU neighbors and Moldova - procurement and installation of modular bridges; materials required for urgent road repairs, rail line repairs and



winter access; enhancement to road Border Crossing Points; materials and components needed for flatbed wagon production; procurement of rolling stock for food security and operational efficiency.

Component C will finance project preparation, including the detailed designs, stakeholder engagement, environmental & social instruments, and financial / economic analysis for urgently needed recovery projects that require preparation. This Component will also support preparation of a sector-wide Environmental and Social Management Framework (ESMF) for broad use in readying environmental and social instruments needed for donor-supported recovery initiatives in the transport sector.

The project will be implemented nationwide, the infrastructure repairs and improvements being planned to maximize the connectivity of deoccupied territories. The primary beneficiaries of the project will be people currently living in regions (oblasts) where territory has been liberated from Russian forces as well as displaced persons returning home. Transport networks in these Oblasts have seen the heaviest damage due to both occupation as well as shelling across front lines. Specifically, Donetska, Luhanska, Khersonska, Kharkivska, Mykolaivska, and Zaporizka oblasts together account for an estimated 74 percent of transport reconstruction needs. These regions are mostly represented by flat, rarely elevated terrain, transected by the dense river networks. Beyond front line regions, the Project is expected to benefit road / rail passengers and shippers more broadly who rely on Ukraine's inland transport networks that have been damaged by long range strikes.

Project activities from Component A&B are expected to be restricted to existing infrastructure footprints and therefore physical impacts are expected to be limited. However, some of the locations may have biodiversity-related sensitivity, for example, riverbeds and banks where modular bridges will be installed and existing bridges repaired, as well as locations of Border Control Points in Western Ukraine (this region is transected by Emerald Network sites which indicates biodiversity sensitivity of the area).

#### D. 2. Borrower's Institutional Capacity

Ministry for Communities, Territories and Infrastructure Development of Ukraine (MOCTIDU) is the lead oversight and policy institution for Ukraine's transport sector and oversees the implementing bodies for national roads and Ukraine's railway— will be responsible for implementation of Component C. The State Road Agency of Ukraine Ukravtodor (UAD) is the Ministry's implementing agency for the national road network and a subset of local roads – will be responsible for implementation of Component A. Ukrzaliznytsia (UZ) is a joint stock company that is wholly owned by Ukraine's Cabinet of Ministers with responsibility for Ukraine's railway sector – will be responsible for implementation of Component B. Ukrzaliznytsia (UZ) and Ukravtodor (UAD) will procure and manage service providers for project preparation activities in their respective subsectors. For delivery of the envisaged sector-wide ESMF or other sub-activities that span across both sectors, MOCTIDU will assign one PIU to engage the required service providers with technical inputs from the other PIU during procurement and subsequent management of deliverables. Ministry for Communities, Territories and Infrastructure Development of Ukraine (MOCTIDU) will hire E&S specialist to coordinate two agencies on the environmental and social risk management side and in addition, both UAD and UZ will have one environmental specialist and one social expert in their respective PIU's.

UAD is one of the Implementing Agencies for the project that has prior experience managing IBRD-financed operations under both old safeguards policies and ESF. They have had in house ES staff preparing all ES instruments for the recent 3R project that included ESMF, LMP, RPF and SEP. However, not all ES staff in UAD remained in Ukraine after outbreak of the war and therefore additional hiring will be required for both implementing agencies of the project-UAD and UZ.

UN Agency-UNOPS that will serve as procurement and deliver agent for the project also has extensive experience with the Bank-financed project in FCV context both under old safeguards policies and ESF and will ensure ES capacity with the experienced staff assigned for the project.



UZ does not have prior experience working with the Bank (they have worked with other donors, however) and they have no ES staff in place. As environmental and social risk management capacity of UZ is insufficient with limited knowledge of ESF requirements, extensive capacity building and support activities are planned – both from the CMU ESF Team side and MOCTIDU side.

UAD and UZ Regional Branches will carry out on-site works, based on detailed engineering designs centrally prepared. It will be important to ensure that the emergency context does not serve as a pretext to relax environmental and social (E&S) performance requirements and to ensure that UAD and UZ has resources and procedures in place at project sites. A Project Operational Manual (POM) will be adopted by the implementing agencies before project effectiveness. The POM will lay out the project’s overall operating, fiduciary, decision-making procedures, eligibility criteria, and monitoring arrangements. Use of GIS and digital monitoring will be carefully managed to ensure that project information does not facilitate targeting of storage facilities and rail infrastructure for aerial bombardment.

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

**A. Environmental and Social Risk Classification (ESRC)**

Substantial

**Environmental Risk Rating**

Substantial

Transport infrastructure (especially bridges and railway hubs) were explicitly targeted by Russian aerial bombardment and missile attacks to destroy the network and disrupt supply chains. The risks associated with the Project activities include both the usual construction-related risks such as dust, noise, disturbance, risks associated with the transportation of heavy goods and equipment, construction-related pollution and waste, impact on biodiversity and/or protected areas, operation related impacts such as dust, noise and salinization of soils and groundwaters due to use of road salt as de-icing agent, as well as war-related enhanced occupational health and safety risks, such as potential for community and worker health and safety incidents, Explosive Remnants of War (ERW), decontamination and demining concerns. Additionally, Component C will cover design of future investment projects which may pose a wide range of environmental impacts that will be assessed during preparation of sector-wide ESMF (part of the component C2 activities). The project is being prepared as an emergency operation and involves two implementing agencies (and two PIUs), with one of these parties (UZ) not having track record of engaging with or implementing the requirements of WB ESF. Furthermore, safety issues undermine the Borrower’s and Bank’s ability to supervise the project activities, thus the project will have to strongly rely on already developed ES instruments and ES capacity of implementing parties. It will be important that a trained environmental specialist is engaged for each of PIUs to screen, assess and manage environmental impacts associated with the infrastructure repairs, equipment purchase and associated activities, as well as provide ESF-related guidance to local implementing parties.

**Social Risk Rating**

Substantial

Social risks and impacts are mostly associated with project-related civil works (for construction/rehabilitation/installation of infrastructure and equipment), lack of workers’ awareness on occupational health and safety requirements, such as the use of Personal Protective Equipment (PPE) and safe workplace practices. Additional threats to workers are posed by unexploded ordinance (UXOs) and indiscriminate or targeted aerial attacks. These risks are site-specific and temporary; however, these risks may be exacerbated by potential targeted or indiscriminate aerial bombardments and other military actions. This adds an element of extreme uncertainty and risk of fatality or serious injury to project workers and nearby communities that cannot be entirely mitigated by environmental and social management measures. An Emergency Preparedness and Response Framework/Plan will

Public Disclosure



accordingly be prepared as part of project ESMF/site-specific ESMPs. In addition, ESMP-Checklist as possible ESA to be prepared may also include an Emergency Preparedness and Response Plan. Preventative measures required to be in place for the project activities under emergency conditions will be described in the project's Environmental and Social Commitment Plan (ESCP) and Project Operations Manual (POM). However, the activities supported by the Project will take place within a highly volatile context beyond the immediate control of the implementing agencies. Project activities under Component B (which is yet to be funded) could result in land acquisition, restrictions on land use and/or involuntary resettlement; the project will prepare a Resettlement Policy Framework (RPF) prior to the commencement of project activities. The RPF will guide the preparation of Resettlement Action Plans, as and when required. Ministry for Communities, Territories and Infrastructure Development of Ukraine (MOCTIDU) has prepared a draft Stakeholder Engagement Plan (SEP) that will be adopted and implemented by two implementing agencies UAD and UZ; however, public disclosure will need to be deferred due to the information sensitivities associated with the infrastructure project activities. The commitment on deferred disclosure will be reflected in the ESMP.

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

### **B.1. General Assessment**

#### **ESS1 Assessment and Management of Environmental and Social Risks and Impacts**

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

The proposed Project consists of three components. Components A & B will finance physical elements needed to ensure essential transport network functionality for humanitarian relief and recovery in war affected communities and the most economically vital westward transit linkages that connect Ukraine to EU neighbors and Moldova - procurement and installation of modular bridges; materials and civil works required for urgent road repairs, rail line repairs and road winter access; enhancement to road Border Crossing Points; materials and components needed for flatbed wagon production; procurement of rolling stock for food security and operational efficiency.

Construction-related risks include potential increased pollution due to improper care, handling and storage of construction material and waste; temporary impact on cross drainage; water/soils quality impacts in case of construction pollution as well as pressures on the environment caused by the material sourcing; generation of excessive noise and dust levels from trucks and other construction machinery; soil disturbance during earth works; tree-cutting and loss of vegetation; negative impact on ecosystems (through disturbance); traffic safety issues; economic and/or physical displacement due to land acquisition; community and workers' health and safety incidents. Operational risk include traffic safety risks, noise, dust and soil and groundwater salinization from using road salt as de-icing agent. These risks are site-specific and can be mitigated by existing operation and traffic safety management best practices.

However, these risks may be exacerbated by potential aerial bombardments and other military actions which add an element of extreme uncertainty and risk of fatality or serious injury that cannot be entirely mitigated by environmental and social management measures. Also, there is a risk that project sites may become a target for aerial bombardment which will endanger nearby communities and site workers. Other war-related risks include possible site contaminations with hazardous compounds and ERW.

PIUs for Component A and B will prepare an Environmental and Social Management Framework (ESMF). This will include procedures, criteria, and responsibilities for subproject screening for identifying those which might require full Environmental and Social Management Plan (ESMP) or simplified ESMP Checklist. The Project does not foresee activities that based on employed technology or scope of impacts would require full-scale ESIA. The ESMF will



describe potential E&S impacts and mitigation measures for common groups of activities, including preparation of additional site-specific ES management plans (such as Traffic Management Plan, Waste Management Plan, etc.), as relevant. The ESMF will provide a monitoring plan format that includes monitoring indicators, timing, methods, institutional responsibilities. The ESMF will include labor management procedures as well as a Code of Conduct addressing risk of SEA/SH incidents and a grievance process for workers with contact details for service providers. The ESMF will provide guidance on preparation of site-specific Emergency Preparedness and Response Plans which will cover measures to protect the safety and security of project personnel and nearby communities from war-related hazards and other relevant emergencies. The ESMF will be developed, disclosed and consulted upon prior to start of repair/rehabilitation works (including supply of materials and equipment necessary for such works).

Component C will finance project preparation, including the detailed designs, stakeholder engagement, environmental & social instruments, and financial / economic analysis for urgently needed recovery projects that require preparation. These future interventions may pose a wide range of environmental and social impacts that will be assessed and mitigation measures proposed during preparation of sector-wide ESMF for broad use in readying environmental and social instruments needed for donor-supported recovery initiatives in the transport sector.

If Component B is financed, a RPF will also be prepared to provide guidance on managing possible economic and physical displacement resulting from land acquisition for project activities if any as a precautionary measure drawn from the previous experience in transport sector. The Team and the Borrower will reassess the necessity for the RPF preparation after the completion of the ES screening and it will be reflected in the ESCP. Therefore, an RPF (and subsequent RAPs) will be prepared only if Component B will be going to generate land acquisition, physical/economic displacement or restrictions on land use.

Component D (CERC), a provisional zero-amount component is included, which will allow for rapid reallocation of credit/loan proceeds from other components during an emergency under streamlined procurement and disbursement procedures. This component allows the Government to request the Bank to re-categorize and reallocate financing from other Project components to cover emergency response and recovery costs. The CERC will be established and managed in accordance with the provisions of the Bank Policy and Bank Directive on Investment Project Financing. The CERC addendum to the project ESMF will describe the procedure for screening, assessing and managing risks associated with CERC activities to be implemented alongside an operation manual once a request has been received by the Government of Ukraine to activate the CERC.

The project is intended to serve as a core financing, providing resources for an initial set of urgent activities. Its framework can also be used to guide parallel co-financing from other lenders when common approach will need to be considered. Over the long term, the project goal is to gradually shift from urgent needs to supporting recovery to strengthening reform directions.

### ESS10 Stakeholder Engagement and Information Disclosure

The current state of martial law and military activity contexts mean that there are extremely limited engagement and consultation options. It is inadvisable to encourage large in-person meetings of local stakeholders due to risk of aerial bombardment. Additionally, some details of project designs will be considered confidential and not for disclosure to general public thus public consultation process would have to be designed in agreement with relevant national defense authorities.

Project information and guidance on options for feedback and grievance redress will be disseminated through virtual consultations, with participating organizations and local administrations. Inaugural stakeholder consultations organized by Ministry for Communities, Territories and Infrastructure Development of Ukraine (MOCTIDU) with UAD,





UZ and relevant central and local agencies took place for the project to inform the project design. A special focus of the discussion was on overcoming connectivity issues in Ukraine and resuming transport infrastructure bearing in mind war related risks. A draft SEP proportional to the nature and scale of the project and associated social risks has been prepared based on the feedback received and will be updated throughout project implementation. However disclosure of the draft SEP will need to be deferred due to the sensitive nature of the information on infrastructure components that is a target of the potential bombardment from Russian troops. Ministry for Communities, Territories and Infrastructure Development of Ukraine (MOCTIDU) has committed to resume in person a consultative process and to disclose the SEP once the situation in the country allows. The SEP will be adopted by internal MOCTIDU order and commitment to defer disclosure will be reflected in draft ESCP.

An accessible grievance redress mechanism (GRM) for the project will be established, publicized, maintained and operated in a transparent manner that is culturally appropriate and will be tailored to address any SEA/SH issues. The GRM will be readily accessible to all Project-affected parties, at no cost and without retribution, including concerns and grievances filed anonymously, in a manner consistent with ESS10. The grievance mechanism will also be able to receive, register and address concerns and grievances related to SEA/SH in a safe and confidential manner, including through the referral of survivors to gender-based violence service providers. The Project Operation Manual (POM) for the project will outline procedures on the GRM procedures and management. E&S Specialist under MOCTIDU will be responsible for coordinating GRM handling among both PIU's.

## **B.2. Specific Risks and Impacts**

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

### **ESS2 Labor and Working Conditions**

The project workforce will include direct workers and contracted workers.

The Project's ESMF will include Labor management procedures (LMP) that will include codes of conduct to prevent and manage incidents of SEA/SH and will also include measures to ensure that participating businesses and cooperatives screen for and monitor activities to prevent occurrences of harmful child or forced labor. The LMP will include a grievance redress mechanism (GRM) for direct and contracted workers. The GRM will be designed at an early stage and will be formally established by project effectiveness and before any disbursements. Complaints received and resolved will be reviewed during the implementation support missions. Activities that involve significant labor risk will not be financed under the project activities.

Key OHS issues of the Project are the following: accidents during demolition and construction works, traffic accidents, exposure to construction airborne agents (dust, asbestos), lack of workers' awareness on occupational health and safety requirements such as the use of Personal Protective Equipment (PPE) and safe workplace practices. Additional threats to workers are posed by unexploded ordinance (UXOs) and indiscriminate or targeted aerial attacks – these risks will be covered by site-specific Emergency Preparedness and Response Plan developed based on the template provided in the ESMF.

OHS risks and associated screening and mitigation measures will be identified in the ESMF and respective site-specific ESMPs as required. This will include a template for site-specific Occupational Health and Safety (OHS) Plans.

OHS risks and associated screening and mitigation measures will also be identified and included in the ESMP-Checklist in addition to the ESMP. The project will also follow the WB COVID-19 guidance at construction sites as well as the latest COVID 19 guidance and best practices by WHO as they evolve.



### ESS3 Resource Efficiency and Pollution Prevention and Management

This standard is relevant to the project. The project activities under Components A&B will involve civil works for the installation of modular bridges, repairs of existing roads and railway tracks, enhancement of Border Control Points and other minor civil works. Typical pollution generated from these activities include: (i) dust and other forms of air pollution from construction site, transportation and auxiliary facilities (including asphalt plant/s); (ii) noise and vibration; (iii) solid waste (domestic waste and construction waste including used oil and lubricant); and (iv) wastewater from workers camps. These impacts are temporary, site-specific and can be managed through a set of mitigation measures to be included in the ESMF and template ESMP/ESMP Checklist.

Required building material will potentially include stones, sand, concrete blocks and timber. Borrow material will be obtained from already existing and licensed borrow pits within Ukraine and possibly close to the project area to reduce the transportation distance. Should there be the need to open new borrow pits, the project shall ensure that all national regulations and assessments and permitting requirements are adhered to and pits reinstated as will be required through the site-specific ESMP.

Air emissions will include exhaust from heavy vehicles and machinery, and fugitive dust generated by construction activities. Mitigation measures such as dust suppression, vehicle maintenance etc. will be applied to minimize the impacts and residual impacts are expected to be limited in scope and duration.

Noise will likely be generated from use of construction machinery and vehicle movements. The relatively short-term and small-to-medium-scale nature of the works suggest that noise levels will not be excessive.

Repair works, bridges installation and other project activities may require clearance of vegetation or fauna habitats and may lead to soil loss and erosion. This could lead to substantial impacts in the areas with steep slope and vulnerable to disaster or climate variation or sensitive habitats. Soil erosion can lead to blockage of drainage or change of surface water flow or sedimentation. The ESMF will provide guidance to screen and assess impacts and provide mitigation measures including application of good practice and close supervision of works to: (i) ensure that cutting of trees and vegetation is limited to a minimum and justified by technical requirements and that relevant national legislation is followed, and replacement where vegetation clearance is unavoidable; and (ii) soil loss and erosion is minimize/protected.

Liquid and solid waste will mainly include asphalt, excavated soil, oils from construction machinery, concrete blocks, metal and glass pieces from demolished walls etc. Also, waste cause by the damage to the roads and railway tracks that may be polluting nearby areas will have to be collected and properly disposed of. Waste will be segregated, stored and disposed at approved sites. ESMF will specify appropriate waste management practices for collection, storage, transportation and disposal of construction waste, including hazardous waste and specify for which cases a separate Waste Management Plan should be prepared.

For winter access subcomponent, using road salt as de-icing agent causes salinization of soils, groundwater and may have impact of nearby vegetation. The ESMF will propose alternative anti-icing/de-icing measures considering resources in Ukraine, such as combination of salt with grit/sand, roads pre-treatment with brine before the onset of storms, damp (pre-wetted) salt technology, infrared and EDP-controlled spreading methods, networked road condition diagnosis, improved weather information and optimized operational planning.

The ESMF/ESMPs/ESMP Checklists will cover mitigation measures for effective use of natural resources, as well as pollution prevention and management, with a focus on those issues which might arise while conducting civil works. The proposed mitigation measures related to relevant requirements of ESS3 and WBG ESHS Guidelines, including raw materials, energy conservation, water use, air pollution, hazardous materials and hazardous waste should be clearly specified in the ESMF and required to be included in site-specific ESMPs/ESMP Checklists as relevant, and further being part of bidding documents.



The sector-wide ESMF to be prepared for project-funded designs for reconstruction of existing and construction of urgently needed recovery projects will include provisions for “greening” of designs, as well as considerations of climate-resilient infrastructure and sustainable construction practices.

#### ESS4 Community Health and Safety

This standard is relevant. Local communities are expected to benefit through improvement of connectivity and restoration of transportation routes. The potential risks and adverse impacts on community health and safety are associated with civil works, mostly related to construction-related impacts, traffic safety and presence of workforce. Also, there is potential for safety incidents due to the indiscriminate or targeted aerial attacks during the delivery of repair/civil works supported by the project and associated risks and impacts.

Potential risks and impacts include location specific and moderate amounts of emissions of dust, noise, odor, and vehicle exhausts; traffic jams and traffic and road safety risks due to increased traffic volume and movements of heavy-duty vehicles; temporary road blockades and closures; increased waste and wastewater generation, underground water pollution by discharge from camps and plants like cement admixtures. There may be some community exposure to waste leading to increased risks of health issues, resulting from poor site management, and communicable diseases relating to increased presence of labor (i.e., COVID-19 virus). Aerial bombardment is a broad risk, though such attacks are largely in the eastern and southern parts of the country. At present, the project does not envisage the use of military or other security forces to protect or support the infrastructure activities.

The project ESMF will include procedures to screen for the risks and impacts to the health and safety of project-affected communities and relevant measures included in ESMPs/ESMPs Checklists where necessary. Attention will be given to i) avoiding and minimizing exposure to project-related traffic and road safety risks; ii) assessing the likelihood of excessive noise and dust emission and potential exposure to hazardous waste and proposing mitigation measures (i.e., dust control, notification of risks to communities, clear procedures for handling hazardous waste). The ESMF will include measures, where necessary, on managing security risks.

In Ukraine, gender-based violence has been documented as a weapon of war by invading soldiers and is most likely a risk in the immediate combat areas. Special attention by the project, both in terms of training and service provision, will be given to services related to gender-based violence. Information on availability of survivor-centric SEA/SH services available in country will be included in the POM.

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

ESS5 is relevant due to potential risks under Sub Component B5: Track rehabilitation and cargo capacity enhancement linking to EU neighbors and Moldova. This sub-component does not have a monetary allocation at the moment, but it is expected to finance civil and infrastructure works and supervision needed for rail line rehabilitation and development of cargo capacity that provide access to Ukraine’s EU neighbors and Moldova. Potential minor land acquisitions or easements and legacy issues are not entirely fully ruled out under this sub component, therefore the RPF will be prepared mainly as a precautionary measure given previous experience with Bank-financed operations in the transport sector.

The Team and the Borrower will re assess the necessity for the RPF preparation after the completion of the ES screening for this component, 45 days after the project effectiveness and this commitment will be reflected in the ESCP. Therefore, an RPF (and subsequent RAPs) will be prepared only if Component B will be going to generate land acquisition, physical/economic displacement or restrictions on land use.



### **ESS6 Biodiversity Conservation and Sustainable Management of Living Natural Resources**

This standard is relevant. While project activities from Component A&B are expected to be restricted to existing infrastructure footprints and therefore impacts on habitats are expected to be limited. However, some of the locations may have biodiversity-related sensitivity, for example, riverbeds and banks where modular bridges will be installed, as well as locations of Border Control Points in Western Ukraine (this region is transected by Emerald Network sites which indicates biodiversity sensitivity of the area).

Proposed subprojects will be screened for potential adverse impacts and those having such impact on critical habitats or ecosystems will be excluded from consideration under this project. The ESMF and template ESMP/ESMP Checklist will have provisions to mark the subproject area's intersection with Emerald Site (possibility for railway tracks works or Border Control Points) in Contractor's ESMP so that physical footprint of reconstruction activities would be limited to right-of-way and access to Emerald Sites would be temporarily fenced off for protection and limitation of exposure to construction impacts (noise, dust etc.).

In addition, ESMF will include discussion on natural and critical habitats risks and impacts, mitigation measures to be prescribed and implemented in order to minimize the impact on the protected areas. Training for contractor and supervising engineer in the protected area should be delivered before start of repair works in order to increase the awareness that activities might impact the protected area and biodiversity and measures should be presented on minimizing and avoiding impact.

Component C will support development of designs for reconstruction of existing and construction of new transport infrastructure and the exact scope and locations for new construction sites are still not identified, some of the construction works might be carried out in protected areas and natural habitats. The potential impacts will only be identified during project design when specific locations are known, and should be addressed in subsequent environmental assessment.

The sector-wide ESMF therefore will define procedures for identifying and managing subprojects potentially affecting natural and/or critical habitats. If any subproject is determined to have a significant adverse impact on biodiversity, a detailed biodiversity assessment and management plan shall be developed, disclosed, consulted upon, adopted and implemented.

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

This standard is not relevant. No indigenous peoples who meet the criteria described under this standard reside in the territory of Ukraine.

### **ESS8 Cultural Heritage**

This standard is currently relevant. Damage to cultural or archaeological heritage has been extensive due to deliberate targeting by aerial bombardment, but the project activities are not known to be located in the vicinity of such assets. Activities will be screened for potential impacts on known heritage sites and practices and those having impacts on cultural heritage will not be eligible for project financing.

The Chance finds procedure will be outlined in the ESMF and will be included in the ESAs (ESMPs/ESMP Checklist) to be prepared later on.



**ESS9 Financial Intermediaries**

This standard is not relevant. Involvement of FIs is not envisaged by project implementation arrangements.

**C. Legal Operational Policies that Apply**

**OP 7.50 Projects on International Waterways** No

**OP 7.60 Projects in Disputed Areas** No

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

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

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

N/A

**IV. CONTACT POINTS**

**World Bank**

|               |                          |        |   |
|---------------|--------------------------|--------|---|
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**Borrower/Client/Recipient**

Borrower: Ukraine

**Implementing Agency(ies)**

Implementing Agency: Ukravtodor

Implementing Agency: Ukrzaliznytsia

Implementing Agency: Ministry of Communities Territories and Infrastructure Development of Ukraine

Public Disclosure



**V. FOR MORE INFORMATION CONTACT**

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**VI. APPROVAL**

|                               |   |
|-------------------------------|---|
| Task Team Leader(s):          | Sevara Melibaeva, Yevhen Bulakh, Dominic Pasquale Patella                 |
| Practice Manager (ENR/Social) | Anne Olufunke Asaolu Cleared on 23-Dec-2022 at 09:16:42 GMT-05:00         |
| Safeguards Advisor ESSA       | Abdoulaye Gadiere (SAESSA) Concurred on 23-Dec-2022 at 09:24:17 GMT-05:00 |