ДП «УКРДОРІНВЕСТ»

DRAFT

Environmental Management Plan

for the Road Sector Development Project (RSDP) of the M-03 Road Kyiv-Kharkiv-Dovzhanskyi

Selected Section km 340+961 – km 344+817, Poltava Oblast

Kyiv – 2015

Content

1 INTRODUCTION

During 2010-2014 the World Bank supported the Government of Ukraine in implementation of the First and Second Road and Safety Improvement Projects (RSIP I and RSIP II), which have facilitated the start of the reform process in the transport sector. RSIP I and RSIP II were aimed to improve the conditions and quality of road sections along M-03 highway (Kyiv-Kharkiv-Dovzhanskyi), and increase road safety throughout Ukraine.

Currently, the World Bank confirmed its interest to support the implementation of the Road Sector Development Project (RSDP), which was initiated by the Government of Ukraine, and it is a continuation of RSIP I and RSIP II. The Project is planning to start from the second half of the year 2015 using a loan in the amount of US$800 million to the Ministry of Finance of Ukraine.

The RSDP will include three components: *Component 1*: Road rehabilitation and safety improvement (total estimated cost US$435 million); *Component* 2: Program of maintenance and capital repairs (total estimated cost US$350 million); and *Component* 3: Network management and development (estimated cost of US$15 million).

The Component 1 will finance the civil works for the improvement of approximately 62 kilometres of selected sections of the M-03 highway, initially between Poltava and Chutove. The road would be built to a Category 1 standard, which is a four lane divided highway with high safety specifications including central crash barriers and side crash barriers where required.

The project's implementation will allow to upgrade M-03 road to better technical and economic standards, improve transport and communication infrastructure of Poltava oblast and enhance the conditions of local traffic. It will have positive impacts on socio-economic development of Poltava oblast and its neighbour oblasts as well as on environment. Efficient functioning of transport system will foster a development of industry, agriculture and other production sectors.

RSDP will finance 7 selected road sections of the M-03 highway from Poltava to Kharkiv, where is planned to carry out rehabilitation, capital repair and new road construction (Annex 1).

The Environmental and Social Management Framework (ESMF) was developed for RSDP selected sections and it describes procedures and mechanisms to be implemented to ensure compliance of project activity with environmental requirements of Ukrainian legislation and the World Bank' safeguard policy. Based on the ESMF, this Environmental Management Plan (EMP) reviews the environmental issues related to the capital repair of road section km 340+961 – km 344+817 of the M-03 highway in Poltava oblast (section 3.1.1 in Annex 1).

The EMP utilized the data and information from design documentation, field surveys, environmental assessment, institutional analyses and other available sources.

This ESMP identified the recommended actions to mitigate environmental impacts of concern that will be integrated into the design, construction and operations of the proposed project activity.

This document should be updated as required to reflect any changes to RSDP investments, design documentation, project activity, Ukrainian legislation or World Bank policies.

2 LEGISLATIVE AND REGULATORY FRAMEWORK

2.1 Legislation for Design, Construction & Operation of Road & Transportation Sector

Design, construction and operation of road and transportation sector are governed by the following main normative documents, which serve as a ground for the development of Environmental Impact Assessment (OVNS):

- DBN 360-92** "Urban Planning. Planning and Development of Urban and Rural Settlements";
- DBN A.2.2-1-2003 "Composition and Content of Environmental Impact Assessment's Materials during the Design and Construction of Enterprises, Buildings and Facilities";
- DBN A.2.2-3-2014 "Composition and Content of Design Documentation for Construction";
- DBN A.3.1-5-2009 "Organization of Building Manufacturing";
- DBN B.2.3-4:2007 "Transport Facilities. Motorways. Part I. Design. Part II. Construction";
- DBN B.2.3-5-2001 "Streets and Roads of Human Settlements";
- DBN B.2.3-14:2006 "Transport Facilities. Bridges and Pipelines. Design Rules";
- DSTU B A.2.4-4:2009 "System of Design Documentation for Construction. Main Requirements for Design and Operational Documentation";
- DSP 173-96 "State Sanitary Rules for Planning and Development of Human Settlements";
- DSP 201-97 "State Sanitary Rules for Atmospheric Air Protection of Human Settlements (from Pollution of Chemical and Biological Substances";
- GBN B.2.3-218-007:2012 "Environmental Requirements to Motorways (Designing)";
- SN 3077-84 "Sanitary Norms for Noise Exposure Limit in Living Buildings, Public Buildings and at the Territory of Apartment Block";
- SNiP II-12 "Acoustic Protection";
- SanPiN 42-128-4433-87 "Sanitary Norms for Permissible Concentration of Chemical Substances in Soils";
- GSTU 218-02071168-096-2003 "Assessment and Forecasting of the Environmental Condition of the Roads and Production Facilities".

2.2 Environmental Legislation

Main legal regulations on environmental protection, which are related to RSDP, are the following:

- Law of Ukraine "On Environmental Protection" (1991);
- Law of Ukraine "On Atmospheric Air Protection" (1992);
- Law of Ukraine "On Nature-Protected Areas" (1992);
- Law of Ukraine "On Environmental Expertize" (1995);
- Law of Ukraine "On Waste" (1998);
- Law of the Parliament "On Flora" (1999);
- Law of the Parliament "On Fauna" (2001);
- Forest Code (1994), Water Code (1995) and Land Code (2001).

In 2010 the *National Environmental Strategy till 2020* was adopted by the Parliament of Ukraine, and followed by the *National Environmental Action Plan for 2011-2015*. It foresees the integration of environmental policy into sectoral policies and improvement of the integrated environmental management system. According to the Strategy, there is planned to implement measures for reduction of air pollution from mobile sources; establish the anti-noise shields along the motorways, which close by populated areas and create economic circumstances for the development of infrastructure of environmentally-friendly transport.

Air Protection Legislation

The legal and institutional frameworks and key environmental requirements in the field of atmospheric air protection are defined in the Law of Ukraine "On Atmospheric Air Protection" (1992). This Law aims to facilitate the maintenance and restoration of atmospheric air to its natural state, the provision of safe living conditions and environmental safety, and the prevention of harmful effects on human health and environment.

Key existing regulations and standards in the field of air protection include:

- Law of Ukraine "On Prohibition of Import and Sale of Ethylated Gasoline and Lead Additive to the Gasoline on the Territory of Ukraine" (2001);

- Decree of the Cabinet of Ministers of Ukraine "Ob Approval of Program on Phased Cessation of Ethylated Gasoline's Usage in Ukraine" (1999);

- Decree of the Cabinet of Ministers of Ukraine "On Approval of Procedure of Organizing and Conducting a Monitoring in the Area of Air Protection" (1999);

- Decree of the Cabinet of Ministers of Ukraine "On Approval of Concept on the Reduction of Heavy Metals' Emissions into the Atmospheric Air" (2000);

- Decree of the Cabinet of Ministers of Ukraine "On Approval of the List of Most Widespread and Dangerous Substances, which Emissions are Subject to Control" (2001);

- Decree of the Cabinet of Ministers of Ukraine "On Approval of the Procedure of

Development and Adoption of the Standards for Pollutants' Emissions Limits in Discharge Gases and Physical Factors' Impact of Mobile Sources" (2002);

- Decree of the Cabinet of Ministers of Ukraine "On Approval of Concept of State Policy's Implementation regarding Reduction of Pollutants' Emissions into the Atmospheric Air, which Caused Acidification, Eutrophication and Formation of Ground Ozone" (2003).

Water Legislation

The legal framework for water management in Ukraine is provided in the Water Code (1995) and other legislative acts, designed to facilitate the conservation, sustainable and scientifically justified use, and restoration of water resources; the protection of waters against pollution, contamination and depletion; the prevention and mitigation of harmful effects of waters; the improvement of ecological state of water bodies; and the protection of water user's rights. The main issues of the water supply and waste water are a permit to take water from the water source ("special water use" permit) and a permit to discharge treated or non-treated wastewater into the environment.

Key environmental regulations and standards in the field of water resource management are:

- Resolution of the Parliament "State Program "Drinking Water of Ukraine" for 2011-2020";
- Decree of the Cabinet of Ministers of Ukraine "Procedure of Approval and Obtaining Permits for Special Water Use";
- Decree of the Cabinet of Ministers of Ukraine "On Approval of the Rules of the Protection of Surface Waters from Pollution by the Return Waters";
- Decree of the Cabinet of Ministers of Ukraine "Procedure of Development and Approval of Pollution Discharge Limits and the List of Polluting Substances, for which the Discharge Limits are Set";
- Decree of the Cabinet of Ministers of Ukraine "Procedure for Implementation of State Water Monitoring";
- Orders of the State Committee of Construction, Architecture and Housing Policy of Ukraine "On Approval of the Rules for Conducting the Inspection, Technical Assessment, and Certification of External Networks, Water Supply and Sewerage Facilities" and "Regulation on the Safe and Reliable Operation of External Networks, Water Supply and Sewerage Facilities";
- Order of the Ministry of Environment and Nuclear Safety of Ukraine "The Guidance about the Procedure of Development and Approval of Standards for Pollutants' Discharge Limits in Water Bodies with Return Waters".

Environmental Impact Assessment

The Law of Ukraine "On Environmental Expertize" (1995) requires the state ecological expertize of investment projects. The decision "no objection" from the Ministry of Ecology and Natural Resources of Ukraine is mandatory for any investment/construction project.

Engineering survey, design and construction are regulated by the Ministry of Oblastal Development, Construction, Housing and Communal Services of Ukraine. There is existed a whole set of design and construction norms and standards, including the State Construction Norms on Conducting Assessment of Environmental Impact (Ukrainian acronym OVNS, DBN A.2.2-1-2003). It is not mentioned in the Law "On Environmental Expertize", but it is prescribed by the regulatory acts that the project proponent should submit OVNS documentation - a volume of design documentation for state ecological expertize.

The key Law, which regulates all types of construction activities, is the Law "On Regulation of City Planning Activity" (2011). This Law prescribes what kind of documentation should be prepared for construction projects of different types, and how this documentation should be reviewed.

A full-scale OVNS (as stipulated by DBN A.2.2-1-2003, with materials of public consultations) is required only for projects of high environmental hazard. To find out whether the project should be considered as such, a developer with the design organization should use criteria defined by the Law of Ukraine "On High Hazard Facilities" (2001) and Decree of the Cabinet of Ministers of Ukraine (CMU) "On Identification and Declaring of Safety of the Facilities of High Hazard" (2002). In addition, there is existed a "List of High Hazard Activities and Facilities", which was approved by the CMU's Decree in 2013. In this list (p.13) "New construction, reconstruction, rehabilitation and capital repairs" of roads and highways are mentioned. This means that RSDP selected road sections are fell into the category of "high hazard", which requires a full-scale Environmental Impact Assessment (OVNS).

Waste

Generally, a key legislation, which regulates waste management in Ukraine are:

- Law of Ukraine "On Environmental Protection" (1992).

This Law provides a provision for the environmental protection by preventing pollution with waste. It also requires obtaining permits for waste disposal, and stipulates waste's re-use and recovery.

- Law of Ukraine "On Sanitary and Epidemiological Well-Being of the Population" (1994).

This Law introduced the State Sanitary Norms and Rules for maintenance of territories of settlements, rules for urban planning, etc.

- Law of Ukraine "On Local Self-Government" (1997).

This Law defines responsibilities of local self-government, including elected (councils) and executive (administrations) bodies.

- Law of Ukraine "On Waste" (1998).

This Law governs collection, transportation, storage, separation, utilization and disposal of waste. It also regulates obtaining permits for waste management operations, waste's storage and disposal.

- Law of Ukraine "On Housing and Communal Services" (2004).

This Law establishes the principles of state policy for provision of housing and communal services.

2.3 Legislation on Public Consultations and Access to the Information

In 1999 Ukraine ratified the Convention on Informational Access, Public Participation in Resolutions, and Access to Justice on Environmental Protection (Aarhus Convention). Access to the information is provided by publishing information in the official printed matters, on the official websites, informational stands and giving information to public, if they make official requests. However, not all information could be open by the state authority to public access, and there is a restriction for the access to confidential information, secret and housekeeping information.

Any person and/or organization could require the information they need from the state body by sending the official letter to the state authority. According to the Law of Ukraine "On Access to Public Information" from 13.01.2011 № 2939-VI, the state body has a responsibility to provide the required information during 5 days. If the information is related to person's life and health, food quality, catastrophe or emergency situations, the state body should provide the required information to the public during 48 hours. In case the required information is large and additional data are needed to be collected, the state authority could extend a term of preparation of this information up to 20 days with informing the person or organization about this extension in written form.

The public consultations are regulated by the following legislative acts:

- Law of Ukraine "On Regulation of City Planning Activity" (2011);
- Decree of the Cabinet of Ministers of Ukraine "On Approval of Procedure of Public Hearing's Conducting regarding a Consideration of Public Interests during the Development of Drafts of Urban Planning Documentation at the Local Level" (2011);
- Decree of the Cabinet of Ministers of Ukraine "On Approval of Procedure of Public's Involvement for Discussion of Issues related to Decision-Making, which could Impact on the Environment" (2011).

3 PROJECT DESCRIPTION

3.1 Baseline Conditions

The selected section of M-03 highway Kyiv-Kharkiv- Dovzhanskyi km 340+961 – km 344+817 passes through the territory of Poltava rayon near to Poltava city. Poltava rayon is located in the south-eastern part of Poltava oblast with a rayon area equals 1260 km^2 (4.4% of oblast' territory). According to the Statistic Department in Poltava oblast, the rayon has 149 settlements with a population of 67004 people (dated on 01.01.2015). All population lives in rural areas.

Economic complex includes 15 industrial enterprises, 6 construction companies, 2 organizations with their activity in the sphere of geology/mining, 22 agricultural enterprises and 154 farms.

Climate

Climate of Poltava rayon is moderate-continental with average temperature in January (-6.4°C) and absolute minimum - (-37°C). Summer is a warm season with average temperature in July (+19.8°C)

and absolute maximum - (+40°C). Average temperature of atmospheric air is (+7.5°C). According to climatic zoning a territory is related to the west climatic area of forest-steppe zone of the North Atlantic-continental climatic oblast and has the following characteristics (see Table 1).

Table 1. Climatic characteristics of Poltava rayon

Duration without freezing season, days	Number of days with a moisture/year		Number of days with snow covering	Soil's temperature, °C		The greatest average snow depth, cm
	≤30%	>80%		in July	in January	
175	18	110	85	19	-6	25

Average number of days per year								
with snow covering	clear	cloudy	with snowstorm	with graze ice	with thunder storm	with fogs	with hail	With dust storm
90	35	120-130	10-15	15	30	69	1-2	<3

Relative humidity in average is 76%, with minimal in May (67%) and maximal in December (85%).

Minimal cloudiness is observed in August and maximal – in December.

Dominant wind direction is eastern in January and western in July. Average wind speed in January is 4.7 m/s and in July – 2.9 m/s.

Air pollution and noise

The selected road section is characterized by low atmospheric air pollution, and there is predominated the process of air-self-cleaning.

Built-up area's Poltava city (75 m) and Mlyny village (125 m) are got in shelter belt (150 m – according to GBN B.2.3-218-007:2012). There is no built-up area in the margin of reserve technological belt (12 m - according to GBN B.2.3-218-007:2012).

The current daily traffic of the project road is 15800-17610 vehicles per day without consideration of Poltava's bypass. The normal traffic is estimated to grow by 2031 and it plans to be 33990 - 38370 vehicles per day. Volume of air pollutants from the automobiles, which passed whole selected road section (3.856 km) is calculated in Table 2.

Table 2. Volume of air pollutants from automobiles

Year	Volume of air pollutants from automobiles											
	NO_2		Soot		CO		SO_2		C_nH_m		Benzpyrene	
	g/s	t/year	g/s	t/year	g/s	t/year	g/s	t/year	g/s	t/year	g/s	t/year
2011	0,159	5,042	0,121	3,832	7,662	241,62	0,096	3,049	1,377	43,445	$1{,}6\cdot10^{-7}$	$5{,}14\cdot10^{-6}$
2031	0,274	8,645	0,183	5,784	14,712	463,97	0,156	4,93	2,572	81,107	$2{,}5\cdot10^{-6}$	$7{,}86\cdot10^{-6}$

It should be pointed out that the above calculations do not consider a modernization of vehicles within time and use of alternative fuel's type such as biofuel, natural gas and hydrogen. It could be concluded that the results of calculation for 20 years perspective is overestimated.

The calculation of current and perspective noise level near Poltava city is presented in Table 3.

Table 3. Calculation of current and perspective noise acoustic level near Poltava city

Current Noise

Distance from the road, m	7,5	25	50	100	150	200	250
Transport acoustic noise, dBA	71,5	64,5	60,5	55,5	53,5	51,5	49,5

Proposed conditions for perspective 2031 calculation

Name of the city	Indicator	Number of passenger cars	Number of trucks and buses	Quantity of trucks, %	Average intensity per hour, vehicles/hour	Noise, dBA
Poltava city	Per day	17590	3670	17	885	72

Perspective Noise in 2031

Distance from the road, m	7,5	25	50	100	150	200	250
Transport acoustic noise, dBA	72	65	61	56	54	52	50

Noise level is complied with a standard at the distance from the road in 25 m already according to SN 3077-84 for current and perspective level. Build-up area's Poltava city, which is located at the distance of 75 m from the road, is not needed a protection from noise load.

Water environment

The selected road section crosses Vorskla River, which runs at the territory of Sumy and Poltava oblasts. Vorskla River is a right feeder of Dnypro River, and its length is 452 km with a basin area 14700 km^2. Vorskla has a sandy bottom and its depth is between 2 and 4 m.

Vorskla's stream canal is overregulated by hydropower station's pull, and water is used for agricultural and industrial purposes. Vorskla River has fishery significance (there are about 50 fish species). According to GBN B.2.3-218-007:2012, a width of sanitary protection zone is 500 m, and according to Water Code the water protection zone is 50 m.

In the area of bridge crossing there are 18 fish species. Most widespread species include catfish, pikeperch, carp, crucian carp, pike and perch.

Fishery Protection Inspection in Poltava oblast made a conclusion that the planned construction activity is possible. Compensation payment for potential losses to fisheries will be made and fishery enterprises will undertake stocking of fish populations as required.

Soils

The selected road section is located in forest-steppe zone, where humus and sod-podzol soils are met. There are the following ground layers along the selected section: road bed is presented by loamy yellow soil with depth 0.56 – 5.6 m, and soil-vegetable layer is presented by black loam.

Flora and fauna

Along the selected section vegetation is represented by lime-oak, hornbeam-oak and pine forests as well as grassland and swamp vegetation. Fauna is introduced by different types of toad, water

lizard, wild pig, roe deer, elk, jackrabbit, fox and others. There are no nature protected areas within this road section and its area of impact.

Generally, the area's primary ecological functions have long been significantly modified by human activities during the last centuries. Large-scale farming has dominated land use for several decades. The landscape was also significantly modified by the development of infrastructure associated with large-scale farming, populated villages and towns along the road. In addition, the existing road was constructed more than 50 years ago and has changed the landscape and local ecosystems in the broader road corridor. The ecosystems' biological communities have been historically affected by the economic and social activities, and the road upgrading works will not result in significant conversion or degradation of natural habitats.

3.2 Description of Project Activity

This road section will undergo *capital repair* and starts at km 340+961 of the M-03 highway in Poltava and ends at km 344+817 in Stepne (Figure 1). The project foresees land acquisition of the area of 0.9 ha for building site and technological road for temporary usage.

Technical and technological data:

- road category – I b;
- number of traffic lanes – 4;
- width of traffic lane -3.75 m;
- width of roadway – 2x7.5 m;
- width of roadside – 3.75 m;
- maximum caster – 54 ‰.

The project activity at this section will cover the improvement of road pavement's structure and achievement the normative standards of road category Ib, and will include a reconstruction of the following man-made road facilities (see Annex 2):

- 1 underway crossing with a width of 53.88 m;
- 1 bridge crossing Vorskla River with a width of 224.94 m;
- 2 concrete pipelines with the diameter of 1.0 m and 1.4 m.

There is 1 road interchange with 1 overpass at the selected section, which was built in 2003. This overpass will not be reconstructed under the planned project activity.

The project will provide reconstruction of current communication cables, transmission lines and water supply pipeline.

Underway crossing

Underway crossing at the selected road section is located at km 343+585. It was built in 1998 with a clearance of 2.3 m in height and 3.6 m in width, and with a length of 53.88 m.

During this project activity there will be conducted a capital repair and anticorrosive protection of underway crossing's structure without changes of current parameters.

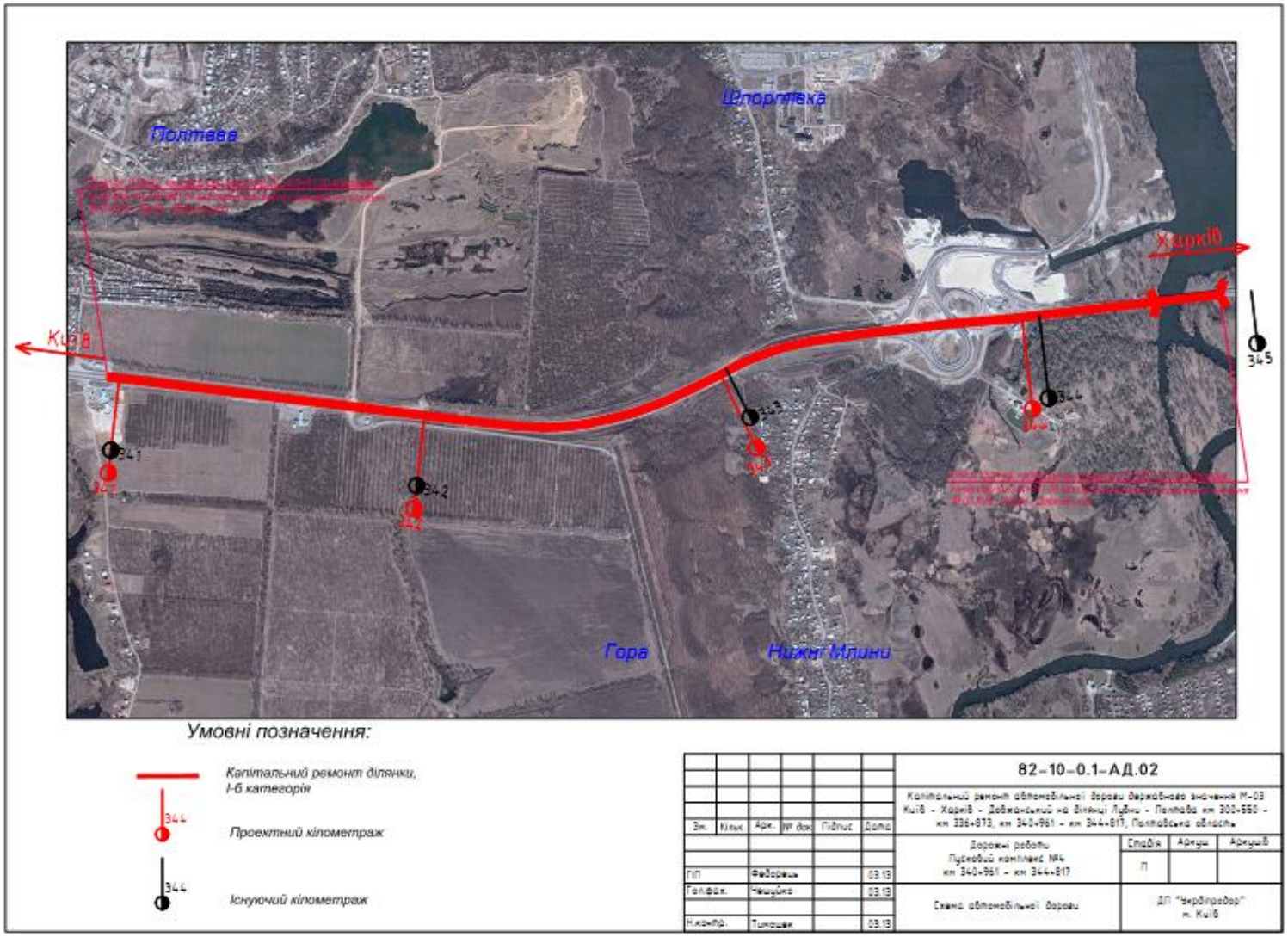

Figure 1. Scheme of the selected road section of the M-03 highway Kyiv-Kharkiv-Dovzhanskyi km 340+961 - km 344+817

Bridge

Bridge crossing Vorskla River (left lane) was built in 1989 and has a length of 224.7 m (Figure 4). The width of side walk is 1.5 m.

The project activity foresees a replacement and waterproofing of bridge floor; repair of bridge cones' fortification and asphalt covering of the roadway.

Bridge crossing Vorskla River (right lane) was built in 1952 and has a length of 223.5 m (Figure 4). There is provided a service pass - 0.75 m with less than 1500 pedestrians per year.

The project activity foresees a replacement of bridge floor; replacement of underpasses; repair and enhancement of piers; anticorrosive protection of structures; repair of bridge cones' fortification and asphalt covering of the roadway.

Aerospace picture of bridge area and its current view are demonstrated in Figure 2 and Figure 3.

Figure 2. Aerospace picture of bridge area

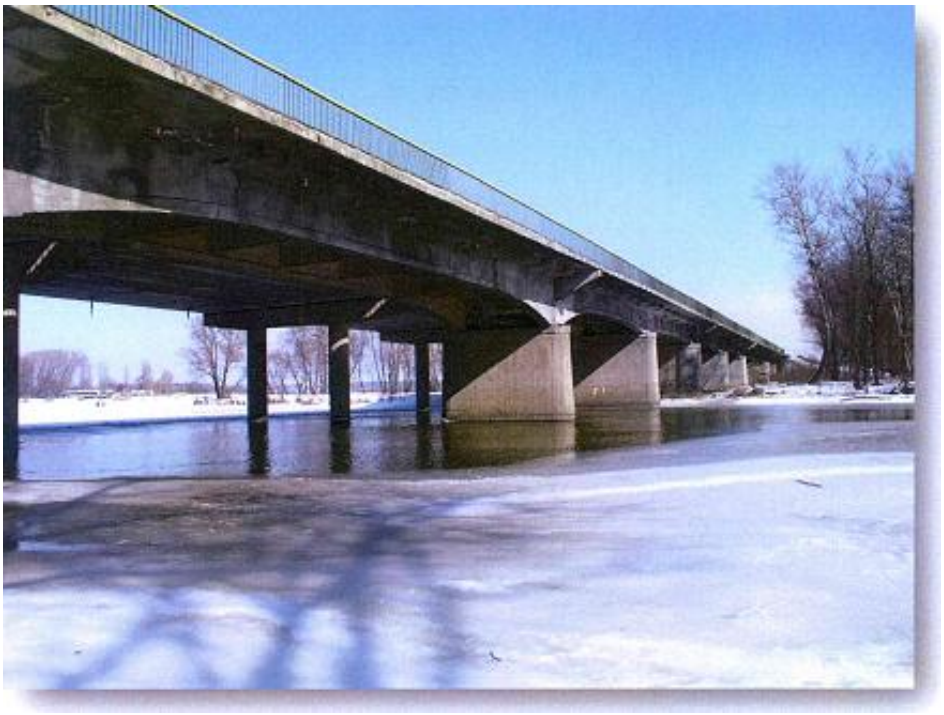

Figure 3. Current view of bridge crossing Vorskla River

Construction works will be carried out in two stages at the left and right bridge's lanes. For the organization of works there will be provided a temporary building site, which is planned to locate in a right of road way. Building site will be used only for placement of trailers and materials' storage. For the machinery and mechanisms stations there will be used a building sites along the road, which are assigned for highway engineering.

During project activity at the bridge's right lane, a temporary skywork bridge will be provided for the works over the river. Repair works at the bridge's left lane will be conducted from the pontoons.

The project foresees the organized water collection from the surface of roadway with its further cleaning in treatment facilities in order to avoid ingress of gray water into the river.

During construction activity there is planned to abstract water from the water body at project area for technical purposes. The required permit for water abstraction will be received from the state authorities.

Drinking water for workers during construction activity will be supplied as bottled water (approximately 9600 liters per year).

During project activity the following wastes will be generated with their following utilization, re-use and disposal to the landfills:

- construction waste, timber, etc. – 23165 tons;
- waste metal – 70.36 tons.

267 workers are planned to be involved in the project activity at the selected road section.

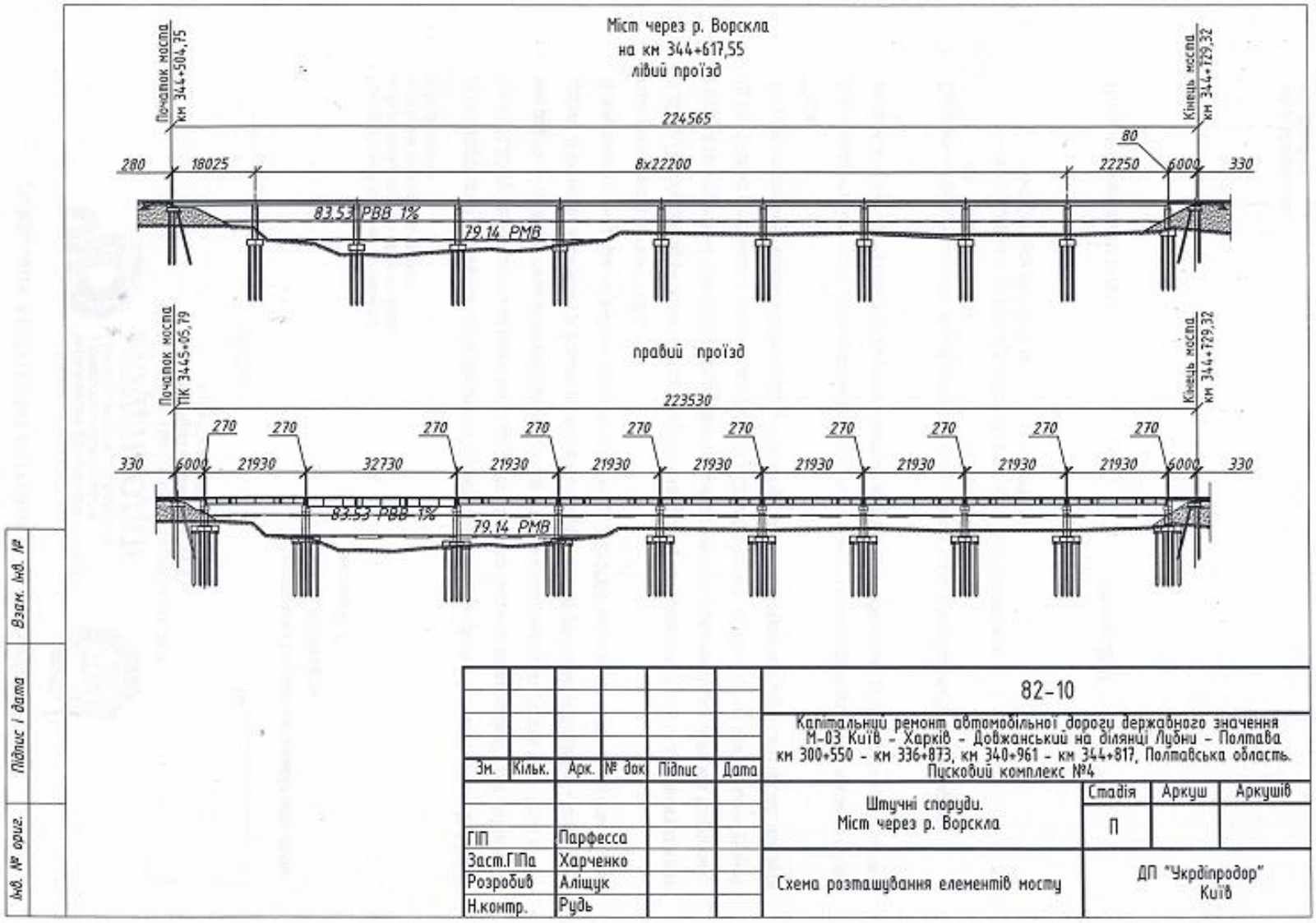

Figure 4. Scheme of bridge crossing Vorskla River

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The general characteristics of the planned activity and its parameters are presented in Table 4.

Table 4. General characteristics of the planned activity

№	Name of works	Units	Amount
1. Preparation of building site			
1.1	Tree cutting Bushes' clearance Demolition of spillways from the roadways Demolition of metal barrier fences Demolition of concrete edge stone Demounting of road signs	pieces ha m^3 r/m m pieces	30 0.99 28 3814 1162 101
1.2	Demolition of current road pavement: - asphalt-concrete - crushed stone	 m^3 m^3	 238 3933
2. Man-made road facilities			
2.1	Concrete pipeline with a diameter 1 m	pieces	1
2.2	Concrete pipeline with a diameter 1.4 m	pieces	1
2.3	Underway crossing at km 343+585	pieces	1
2.4	Bridge crossing Vorskla River	pieces	1
2.5	Underpass at the road interchange (will be not repaired)	pieces	1
3. Road bed			
3.1	Width of road bed	m	28.5-28.8
3.2	Removal of vegetable dirt: - from the outriggers - from the road borders and separate lane - from body bank	 m^3 	3500 1313 1574 0613
3.3	Fortification of the outriggers	m^2	18606
3.4	Soil with transportation to 9 km	m^3	17265
4. Road pavement			
4.1	Milling cut of current road pavement	m^2/ m^3	97989/15038
4.2	Expanding of current covering	m^2	9196
4.3	Enhancement of current covering	m^2	56391
4.4	Provision of crossing acceleration lane: - expanding - enhancement	 m^2 	 12938 2599
4.5	Provision of boarding sites	m^2	100
5. Setting and provision of the road			
5.1	Provision of the sidewalks	m	1137
5.2	Provision of left turns	pieces	2
5.3	Provision of bus stations	pieces	2
5.4	Provision of edge stone	m	2825
5.5	Provision of barriers: 11ДО-280-0,8-2-1,5; 11ДД-280-0,8-2-1,1	 m	 12322; 264

3.3 Environmental Impact Assessment, Necessary Permits and State Expertize

Environmental impact assessment (OVNS) for the selected road section according to Ukrainian legislation was prepared by Ukrdiprodor as a part of design documentation. All design documentation passed state expertize and received a positive conclusion from the State Service of Construction Expertize in 2013 (Annex 5).

The project was approved by the Resolution of the Cabinet of Ministers of Ukraine on 07.08.2013 № 561-p "On Approval of the Project "Capital Repair of the M-03 Highway Kyiv-Kharkiv-Dovzhanskyi at the Selected Sections Lubny-Poltava, km 300+550 – km 336+873, km 340+961 – km 344+817, Poltava Oblast" (Annex 6).

The project is related to the second environmental category according DBN B.2.3-4:2007. The second environmental category according to DBN B.2.3-4:2007 is related to new constructions, which substantially impact on environment, and it is assigned if the following aspects are presented:

- Highways and road sections with estimated prospective traffic intensity from 2500 till 5000 vehicles per day;
- Highways and road sections, where woodland, which is not considered as a natural protected area is affected zone;
- Bridges construction has a length from 100 m till 500 m;
- Service stations.

Before the construction works, all necessary permits and licenses will be received. The Contractor will ensure that construction materials are supplied from licensed sources of such materials. All sub-contractors will have valid licenses for respective types of works or services. Special permits will be obtained or decisions by local authorities taken regarding disposal of construction debris or household waste from construction camps. The project activity in the area of bridge crossing Vorskla River will be agreed with Fishery State Authority and special permit will be also received. Construction machinery will undergo regular maintenance check-ups with regard to compliance with technical and safety regulations/standards.

3.4 Institutional and Organizational aspects

The RSDP is implemented under the overall responsibility of the Ministry of Infrastructure of Ukraine and Ukrainian Road Agency (Ukravtodor) in close cooperation with the Ministry of Finance of Ukraine and the Ministry of Economic Development and Trade of Ukraine. Ukravtodor established a Project Implementing Unit (PIU) for externally funded projects, Ukrdorinvest, to conduct a day-to-day PIU management and coordination, and to provide assistance to the project participating stakeholders in procurement, financial management, environmental and social issues, monitoring and reporting, training and other activities.

Ukravtodor directly manages the national roads and oversees the Oblast Road Services (ORS) at oblast/oblast level, in charge of the management of the oblastal and local roads. Although policy formulation and regulation are administered solely at the level of the Ministry of Infrastructure and the Cabinet of Ministers of Ukraine, in practice Ukravtodor has a high degree of responsibility for

developing policy. Virtually all road maintenance and much road construction are undertaken by the State Joint Stock Company "Roads of Ukraine", known as DAK. On behalf of the government, Ukravtodor controls 100% of the share capital of DAK and so is also involved in service delivery. Much of the road construction is also carried out by affiliates of DAK without genuine competition for domestically funded projects. For planning, programming, procurement and execution of works, the oblastal offices of Ukravtodor (ORS) are the prime movers. They monitor the condition of the road network, develop programs of repair and maintenance, and submit them for budgetary approval. Similarly most design and research services are provided to Ukravtodor and ORS by a group of the following profiled institutions: "Ukridiprodor" for design, "DerzhdorNDI" for research and "Dortsentr for quality control. These professional institutes are also 100% owned or controlled by Ukravtodor.

During implementation of the project activity at the selected road section Ukrdorinvest will be responsible for the monitoring of results and reporting to the World Bank, the Ministry of Finance, the Ministry of Economy and other government agencies.

The Contractor will be responsible for preparation and implementation of mitigation measures to prevent or minimize negative environmental and human health impacts as well as secure occupational safety in the area of works.

Regular local monitoring will be conducted by local authorities, contractors and also by Ukravtodor during the operation stage. The World Bank will be informed about the results of the monitoring.

4 ASSESSMENT OF RISKS

The following potential risks during implementation of project activity are identified within environmental risk assessment (see Table 5).

Table 5. Potential Environmental Risks

Potential Risk	Risk probability	Impact magnitude
Construction phase		
Pollution of surface water at construction sites	medium	low
Soil, ground water and surface water pollution and risks to human health from accidental spills and leakages	low to medium	low
Natural ecosystems, important habitats, natural sites of special aesthetic value	low	low
Landslides and erosion	low to medium	low
Temporary air pollution	medium	medium
Noise pollution	medium	low
Risk of fires and explosions	medium	medium
Increased risk of traffic accidents	medium	medium

Injuries to workers and visitors	low	low
Improper waste management	low	low
Operation phase		
Safety and health risks	low	low
Pollution of surface water	low	low
Soil and ground water	low	low
Air quality	low	low

The mitigation measures outlined in Chapter 6 and Annex 3 should be undertaken as part of the project implementation to mitigate potential impacts from construction, demolition and operating activities.

5 POTENTIAL ENVIRONMENTAL IMPACTS

5.1 Positive Impacts and Benefits

Generally, the implementation of the project will have positive environmental and social impacts.

The project's contribution to reduction of poverty and increase in shared prosperity is expected to be significant and efforts will be made to assess it during implementation. The project's impacts on income will be through (i) an expected reduction in vehicle operating costs, travel times and accident rates on the roads to be rehabilitated, and (ii) the envisaged works that will lead to important social and economic outcomes in Poltava oblast. During the construction phase the project will create temporary jobs during project implementation, and once works are completed, the project will improve access to markets.

Road users will benefit from the improved road conditions and road capacity, which will result in reduced vehicle operating cost, better travelling comfort and the much lower risk of injury and death due to traffic crashes. Road user costs will be reduced at least by 5% for the different types of vehicles. After completion, the project will have positive indirect impacts on human health and safety through reduced accidents and air pollution that will result from more even travel speeds on rehabilitated road section.

5.2 Negative Impacts

Generally, the potential temporary negative impacts on the environment and society during construction and operation phases will include air pollution and noise as a result of trucks' and other construction machinery' operations, asphalt plants and handling of materials; soil disturbance and pollution; siltation and accidental pollution of surface water; tree-cutting (low-value species on a roadside); risks to human health from accidental spills and leakages; pollution caused by poor transport and disposal of waste materials; landslides and erosion; risks of fire and explosions; increased risk of traffic disruption and accidents.

Air pollution

Air pollution will be increased locally due to machinery used, asphalt plants and handling of materials at the sites, and due to increased traffic connected with construction and demolition works. The increase of air pollution is temporary and local, and will not exceed the established standards. Main pollutants will be dust, SO_2, NO_x, CO, benzapyrene and carbohydrates. Negative impacts on atmospheric air quality take place mainly in the vicinity of the construction and demolition sites and along the road leading to these sites. During the operation period, no significant air pollution is expected.

Noise

The construction site is a mixed source of noise, consisted of separate point or spatial sources of permanent and temporary noise, which varies both within a separate day time and during the individual periods of construction. The main sources of noise at the project site are the work of construction equipment and trucks. The intensity of the noise of road machinery depends on the type of machinery and equipment and the distance from the workplace to sensitive and residential development. Especially problematic is the noise created by the work of bulldozers, vibrators, compressors, excavators, and diesel trucks. The noise produced during construction is temporary and localized, but can still create an annoying impact.

Operation noise levels are influenced by traffic volume, fleet composition, speed, vehicle operating condition, age of vehicle, and condition of the road. Sources of noise on the car are the engine and the tire noise hitting the road surface. The noisiest are heavy trucks and trailers with diesel engines; the most “quiet” are new and more expensive cars.

The Contractor will develop and adopt effective measures both in terms of management and the technologies applied to minimize noise level.

Pollution of surface and ground water

Surface water can be contaminated by accidental spills and leaks from the machinery, by debris during bridge’s reconstruction, and can be contaminated with suspended particles during the works on/near the river. It could be also temporary polluted by gray water, housing and construction wastes from the work camps. Short-term river water’ turbidity and silting could be occurred in place of bridge repair. Construction materials such as gravel, sand and fill can be washed out into Vorskla River during the rain.

Ground water can be polluted by accidental spillages, leakages from temporary oil and/or fuel storage and leakages from the machinery during a construction phase.

Soil pollution and disturbance

Soil can be polluted by accidental spillages, leakages from temporary oil and/or fuel storage, long-term materials storage, and leakages from the machinery. Some volume of topsoil will be required to be removed for the alignment itself, borrow pits, construction camps and other building activities. In these areas there will be potential for contamination, disturbance and damage to the soil cover.

Landslides and erosion

Improper supporting structures of deep excavations may lead to landslides thus causing risks to workers and nearby structures. Bare ground is prone to land slides in case of heavy rainfalls.

There is also a potential for wind and water erosion during the construction and operation phases.

Waste

During construction and operation phases of the projected road a number of waste streams will be generated:

- Inert mineral materials such as excavated earth, sand and gravel asphalt and concrete rubble, which will be entirely recycled and used as construction materials for filling, grading and landscaping;

- Potentially noxious or hazardous materials such as waste from construction camps and workshops, concrete slurries from washing plants, barrels and containers from fuels, lubricants and construction chemicals, scrap metal, and spent welding electrodes;

- Wood waste from felled trees and other organic matter from the clearing of the alignment;

- Household waste from the construction camps.

In case construction and demolition waste is not properly transported and disposed, it may cause soil, surface and ground water pollution at the disposal sites and health hazards along the transportation route.

Waste generated during operation phase will mainly be gravel and salt remnants from winter care, sludge/cake from settling ponds for storm-water, and asphalt, concrete and gravel from repair and maintenance works. None of these wastes is hazardous and disposal pathways will either be existing municipal waste management facilities, landfills for mineral materials (gravel, rubble) or recycling facilities.

Flora and fauna

The predominant land use in the project area is agricultural and not dependent on forest cover. In some areas of agricultural land or land of state reserves there are areas with low-value wild-growing trees and other vegetation growing as a result of natural regeneration. Cutting of low-value bushes and trees will take place during the construction phase.

There will be no impacts on nature protected areas. Vegetation could be temporary affected by the pollution from construction works.

The construction works along the river, particularly bridge' reconstruction could affect water ecosystems, fish-bearing and their spawning. No regular or seasonal strong movement of animals is observed in the project area.

Risk of fires and explosions

Risk of fires and explosions during construction phase in the locations of construction machinery and storage of fuels and lubricants could be increased especially if necessary public safety measures are not followed. This may potentially lead to injuries of workers and people visiting or passing-by the site. It may also cause damage to facilities.

Increased risk of traffic accidents

Intensified traffic of construction machinery and trucks to and from the construction and demolition sites could increase the risk of traffic accidents.

Human safety

Workers and visitors may be injured at the construction and demolition sites, if necessary safety and occupational health rules/standards are not followed.

6 PLANNING FOR MITIGATION OF NEGATIVE IMPACTS

Implementation of mitigation measures and good environmental/housekeeping construction practices by Contractors and Sub-contractors will be sufficient to prevent and minimize potential negative environmental impacts.

The Contractor is responsible for preparation and implementation of mitigation measures to prevent or minimize negative environmental and human health impacts as well as secure occupational safety in the area of works. The Contractor shall ensure that full consideration is given to the control of environmental aspects, and that all provisions of the design and specification requirements relating to environmental protection (mitigation of impacts of the construction broadly, including pollution, soil disturbance, removal of trees/vegetation and soil and other impacts, and protection of adjacent land, forests and waterways) are complied with.

All mitigation measures would constitute integral part of project implementation. Contract documents will incorporate all requirements to prevent or minimize potential negative environmental impacts, including: (a) provisions on spill prevention and clean-up, dust and noise control, traffic management during construction, safety enhancement, construction site and camp clean-up and rehabilitation; and (b) provisions governing the sources of construction materials. Materials (e.g., asphalt, stone, sand, etc.) would be supplied only from sources/quarries with approved licenses, permits, and/or approvals for environment and worker safety; any equipment used during construction would meet internationally recognized standards for environment and worker health and safety, and rehabilitation of areas under construction camp, asphalt-concrete plants and temporarily storage of construction materials once the project is completed.

Supervision of implementation of mitigation activities will be exercised by the construction supervision engineer and regulatory authorities. Also, implementation progress and compliance with environmental safeguard policies will be monitored by the Project Implementation Unit (PIU) and World Bank experts during regular project implementation support visits.

The Contractor will ensure that construction materials are supplied from licensed sources of such materials. All sub-contractors should have valid licenses for respective types of works. Special permits will be obtained or decisions by local authorities taken regarding disposal of construction debris or household waste from work camps. Construction machinery will undergo regular maintenance check-ups with regard to compliance with technical and safety regulations/standards.

Based on the ESMF and the simplified ESMP’s Checklist, the specific mitigation measures were developed and they are presented in Annex 3.

7 PLANNING FOR MONITORING AND REPORTING

In order to ensure efficient implementation of the mitigation measures proposed in Annex 3, including the respect of environmental obligations during the project implementation (construction and operation stage), a Monitoring Plan was prepared and it is represented in Annex 4.

A Monitoring Plan has the following objectives:

- Verify the compliance with mitigation measures;
- Meet the requirements of the national permits;
- Ensure that the construction and operation of the project's selected sections is not causing impacts that were not previously identified;
- Ensure that the construction and operation of the project's selected sections is not causing known impacts to a greater significance than predicted;
- Identify at an early stage unforeseen adverse effects, and to take remedial action;
- Monitor the rehabilitation of the environment post construction.

The Monitoring Plan will be updated during the Construction phase.

Regular local monitoring will be conducted by local authorities, contractors and also by Ukravtodor during the operation stage. The World Bank will be informed about the results of the monitoring.

During implementation of the project activity Ukrdorinvest will be responsible for the monitoring of results and reporting to the World Bank and Ukrainian government agencies.

8 DISCLOSURE, PUBLIC CONSULTATIONS AND GRIEVANCE MECHANISM

To ensure effective project's implementation, to minimize the implementation risks and to prevent or mitigate potential negative impacts of project activities as well as to increase the benefits of the project, it is necessary to ensure public involvement to the consultation process of project activity.

The public consultation about project activity and its environmental impact assessment (OVNS) was conducted on 14 November 2011 and 23 December 2011 in Ukrainian Road Agency's building in Poltava oblast, and it is covered the M-03 road sections till km 347+200, including Poltava's and Kopyly's bypasses. Announcement for public was made in the newspaper "Zorya Poltavschyny". Minutes of Public hearing in Poltava oblast are presented in Annex 7.

This EMP will be disclosed through the World Bank's Infoshop and on the websites of Ukravtodor and Poltava State Administration for soliciting comments and suggestions prior to implementation of the planned activity. The EMP will be opened for comments during 30 days according to Ukrainian legislation after its publication.

Public hearing meetings will be organized after the disclosure procedure with involvement of all stakeholders. The records of the public consultation, including newspaper announcement, minutes, list of attendees, etc. will be appended to this EMP, and thereafter it will be re-disclosed as final.

Grievance Mechanism

The risk of complaints and grievances will be reduced to a minimum by public's involvement at all stages of the project activity. Grievances related to any aspect of the project will be addressed through negotiation.

The public may submit a grievance through one of the existing channels for grievances established by the Ukravtodor and/or Poltava State Administration (call-center, written grievance form delivered by post or in person to the office of the municipal administration).

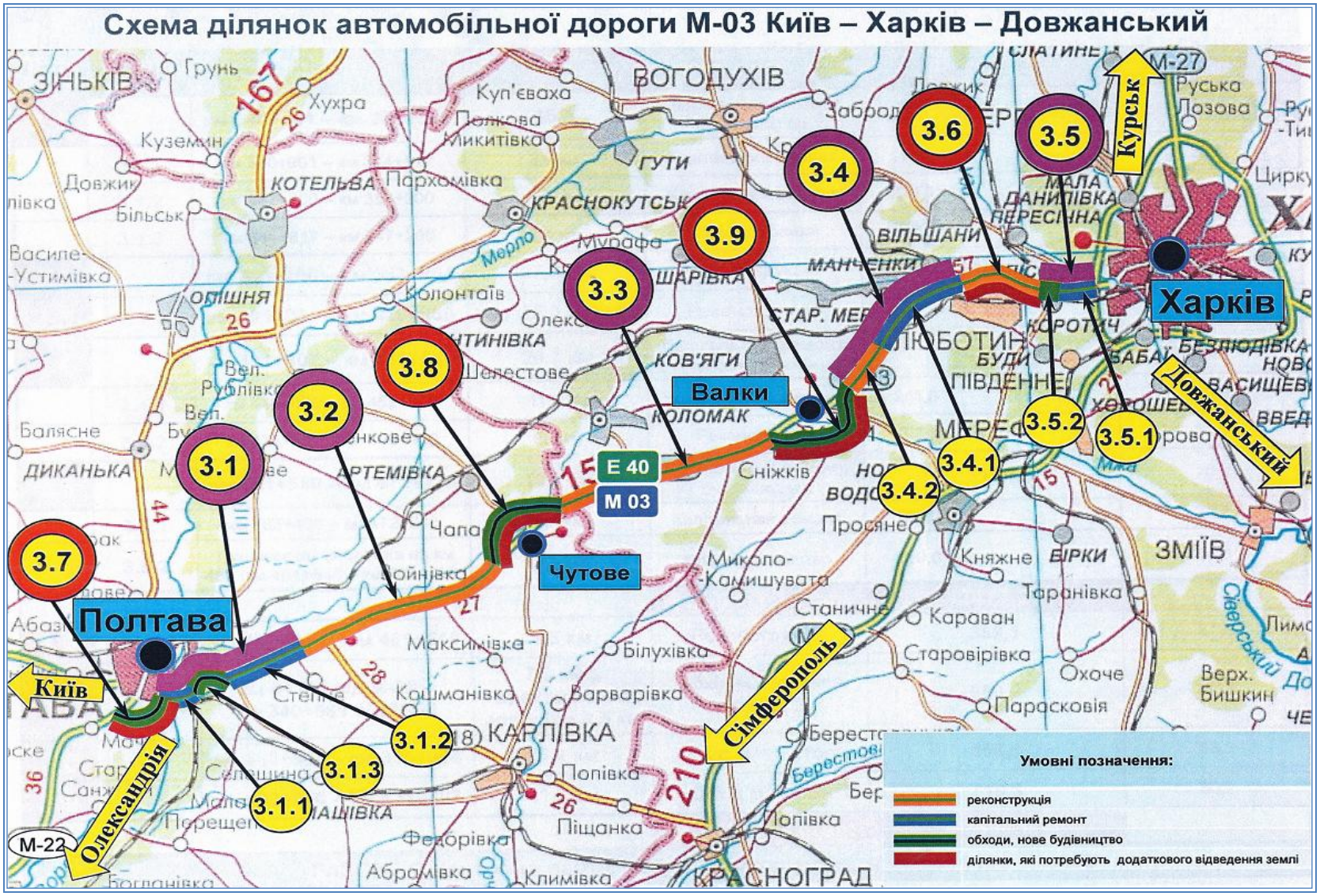
Ukravtodor has the following procedure of submitting grievance:

- Person should fill out a grievance form and submit it to the local office of Ukravtodor in Poltava oblast.
- If no understanding or amicable solution is reached, or person does not receive a response, this person can appeal to a designated office at Ukravtodor, the Sector on Community Affairs. Head of this Sector is responsible for registering and processing appeals received (contact details: press@ukravtodor.com.ua, phone: +38 (044) 287-51-78).
- If no understanding or amicable solution is reached, or person does not receive a response, this person could appeal to the Project Implementation Unit (PIU). PIU has a person (Safeguard Expert) to register claims and grievances and follow up to resolve them at the local level (contact details: mail@ukrdorinvest.com.ua, phone: +38 (044) 287-70-60).

Contact details for the responsible executives will be shared with public during public consultation meetings. Further record of the grievances will be performed and submitted to the World Bank at agreed timeframe.

If an affected person is not satisfied with the decision received, he/she can as a last resort appeal to a court of competent jurisdiction.

ANNEX 1. Scheme of the Selected Sections of the M-03 Highway Kyiv-Kharkiv-Dovzhanskyi



ANNEX 3. Mitigation Plan

			Cost to:		Institutional Responsibility to:		Comments (e.g. nature of the impact)
Phase	Impact	Mitigating measure	Install	Operate	Install	Operate	
Construction & Operation							
	Air pollution						
	Air pollution will be increased locally due to machinery used, asphalt plants and handling of materials at the sites, and due to increased traffic connected with construction and demolition works. Main pollutants will be dust, SO2, NOx, CO, benzapyrene and carbohydrates. Negative impacts on atmospheric air quality take place mainly in the vicinity of the construction and demolition sites and along the roads leading to these sites. During the operation phase, no significant air pollution is expected	1) During excavation works dust control measures will be employed, e.g. by spraying and moistening the ground.	Minimal	Minimal	Contractor	Contractor	
		2) Demolition debris, excavated soil and aggregates will be kept in controlled area and sprayed with water mist to reduce debris dust.	Minimal	Minimal	Contractor	Contractor	
		3) During pneumatic drilling or breaking of pavement and foundations dust will be suppressed by ongoing water spraying and/or installing dust screen enclosures at site.	Minimal	Minimal	Contractor	Contractor	
		4) The surrounding environment (sidewalks, roads) will be kept free of soil and debris to minimize dust.	Minimal	Minimal	Contractor	Contractor	
		5) There will be no open burning of construction/waste material at the site.	Minimal	Minimal	Contractor	Contractor	
		6) All machinery will comply with Ukrainian emission regulations, will well maintain and service and there will be no excessive idling of construction vehicles at sites.	Moderate	Moderate	Contractor	Contractor	

		7) Dust and traffic emissions will be minimized by good operation management and site supervision. Workers will be provided with protective masks when necessary.	Minimal	Minimal	Contractor	Contractor	
		8) Regular monitoring will be made for the technical state of fuel equipment of diesel engines.	Minimal	Minimal	Contractor	Contractor	
		9) There is planned checking and ensuring the uniform and proper operation of paving machinery, sealing equipment and asphalting machines that will help prevent unacceptable concentrations of pollutants (e.g. aliphatic and aromatic hydrocarbons, including carcinogenic benzapyrene) at the work and surrounding areas.	Minimal	Minimal	Contractor	Contractor	
		10) There will be applied modern construction techniques and energy efficient technologies.	Depends on technologies and techniques	Depends on technologies and techniques	Contractor	Contractor	
	Noise						
	The main sources of noise will be the work of construction equipment and trucks. The intensity of the noise of road machinery depends on the type of machinery and equipment and the distance from the workplace to sensitive and residential development. Especially problematic is the noise created by the work of bulldozers, vibrators,	1) Works will be performed strictly during normal weekday working hours. The works will not be planned during weekends and holidays. In case there is need in carrying out works causing higher noise levels, the residents living nearby will be notified 10 days in advance. Noise barriers will be installed where appropriate. Workers will be provided with individual protective gear to be used when performing high-level noise works.	Minimal	Minimal	Contractor	Contractor	
		2) During operations the engine covers of generators, air compressors and other	Moderate	Moderate	Contractor	Contractor	

	compressors, excavators, and diesel trucks. The noise produced during construction will temporary and localized. Operation noise levels are influenced by traffic volume, fleet composition, speed, vehicle operating condition, age of vehicle, and condition of the road. Sources of noise on the car are the engine and the tire noise hitting the road surface. The noisiest are heavy trucks and trailers with diesel engines; the most "quiet" are new and more expensive cars	powered mechanical equipment will be closed, and equipment placed as far away from residential areas as possible. There will be carried out the effective soundproofing of all vehicles and equipment by the use of foam, rubber and other soundproofing materials. Reducing project traffic routing through vulnerable areas, wherever possible, will be applied. There will used modern equipment that fulfil noise reduction norms, or that equipment is retrofitted to meet the required standards.					
	Pollution of surface and ground water						
	Surface water can be contaminated by accidental spills and leaks from the machinery, by debris during bridge's construction, and can be contaminated with suspended particles during the works on/near the river. It could be also temporary polluted by gray water, housing and construction wastes from the work camps. Short-term river water' turbidity and silting could be occurred in places of bridge. Construction materials such as gravel, sand	1) Good management of all areas of the construction site to ensure contamination from all construction activities does not occur. 2) Regularly maintain slope protection structures. 3) Optimally place silt fences and sediment traps to prevent sediment from reaching the rivers. 4) Waste water from construction camps will be treated on site using treatment facilities before discharge into the river.	Minimal Minimal Minimal Moderate	Minimal Minimal Minimal Moderate	Contractor Contractor Contractor Contractor	Contractor Contractor Contractor Contractor	

	and fill can be washed out into Vorskla River during the rain. Ground water can be polluted by accidental spillages, leakages from temporary oil and/or fuel storage and leakages from the machinery during a construction phase. Abstraction of water from the water bodies at project areas will not occurred. There is planned to bring technical water from other sources and supply bottle drinking water for workers during construction activity. In case of necessity of water abstraction from the rivers in the project area, all required permits from the state authorities will be received	5) Provide drainage system and overflow pipes.	Moderate	Moderate	Contractor	Contractor	
		6) Avoid and/or minimize disposal of excavated material into the river.	Minimal	Minimal	Contractor	Contractor	
		7) Cleaning river bed after the construction works.	Moderate	Moderate	Contractor	Contractor	
		8) Store, handle and dispose of construction site chemicals such as oils, gasoline, degreasers, antifreeze, concrete and asphalt products, sealers, paints, and wash water associated with these products to minimize their entry into runoff.	Moderate	Moderate	Contractor	Contractor	
		9) Clear the area of construction from construction waste and temporary structures.	Moderate	Moderate	Contractor	Contractor	
		10) The site will establish appropriate erosion and sediment control measures such as e.g. hay bales and/or silt fences to prevent sediment from moving off site and causing excessive turbidity in canalization and river.	Minimal	Minimal	Contractor	Contractor	
		11) There will be no unregulated extraction of groundwater, nor uncontrolled discharge of process waters, cement slurries, or any other contaminated waters into the ground or rivers. There will obtain all necessary licenses and permits for water extraction and regulated discharge into the public wastewater system.	Moderate	Moderate	Contractor	Contractor	
		12) There will be procedures for prevention of and response to accidental spills of fuels, lubricants and other toxic or noxious	Minimal	Minimal	Contractor	Contractor	

		substances. 13) Construction vehicles and machinery will be washed only in designated areas where runoff will not pollute Vorskla River.	Minimal	Minimal	Contractor	Contractor	
	Landslides and erosion						
	Improper supporting structures of deep excavations may lead to landslides thus causing risks to workers and nearby structures. Bare ground is prone to land slides in case of heavy rainfalls. There is also a potential for wind and water erosion during the construction phase.	1) Walls of deep excavations will be enforced/supported according to relevant technical requirements. Unnecessary removal of vegetation and pavement will be avoided and bare ground planted or paved as soon as possible after closure of the construction site. Reinforcement of slopes for prevention of soil erosion will be carried out. Storm water drainage will be arranged before excavation works have commenced.	Moderate	Moderate	Contractor	Contractor	
	Waste						
	During construction phase of the projected road a number of waste streams will be generated: - Inert mineral materials such as excavated earth, sand and gravel asphalt and concrete rubble, which will be entirely recycled and used as construction materials for filling, grading and landscaping; - Potentially noxious or hazardous materials such as waste from construction camps and workshops, concrete slurries from washing plants,	1) Waste collection and disposal pathways and sites will be identified for all major waste types expected from excavation, demolition and construction activities. 2) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid and chemical wastes by on-site sorting and stored in appropriate containers. 3) Construction waste will be collected and disposed properly by licensed collectors. 4) The records of waste disposal will be maintained as proof for proper management as designed.	Minimal Minimal Depends on place of disposal Minimal	Minimal Minimal Depends on place of disposal Minimal	Contractor Contractor Contractor	Contractor Contractor Contractor	

	barrels and containers from fuels, lubricants and construction chemicals, scrap metal, and spent welding electrodes; - Wood waste from felled trees and other organic matter from the clearing of the alignment; - Household waste from the construction camps. In case construction and demolition waste is not properly transported and disposed, it may cause soil, surface and ground water pollution at the disposal sites and health hazards along the transportation route. Waste generated during operation phase will mainly be gravel and salt remnants from winter care, sludge/cake from settling ponds for storm-water, and asphalt, concrete and gravel from repair and maintenance works. None of these wastes is hazardous and disposal pathways will either be existing municipal waste management facilities, landfills for mineral materials (gravel,	5) There will be ensured that temporary disposal of waste is not taken place in flood-prone areas. 6) Regular transportation of construction materials will be carried out without stockpiling of large batches of materials at construction sites. 7) Whenever feasible there will be reused and recycled appropriate and viable materials (except when containing asbestos). 8) If asbestos is located on the project site, it will be marked clearly as hazardous material. When possible the asbestos will be appropriately contained and sealed to minimize exposure. 9) The asbestos prior to removal (if removal is necessary) will be treated with a wetting agent to minimize asbestos dust. Asbestos will be handled and disposed by skilled & experienced professionals. 10) The removed asbestos will not be reused. 11) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labelled with details of composition, properties and handling information. 12) The containers of hazardous substances will be placed in a leak-proof container to prevent	Minimal Minimal Moderate Minimal Moderate Minimal Minimal Minimal	Minimal Minimal Moderate Minimal Moderate Minimal Minimal Minimal	Contractor Contractor Contractor Contractor Contractor Contractor Contractor Contractor	Contractor Contractor Contractor Contractor Contractor Contractor Contractor Contractor	

	rubble) or recycling facilities.	spillage. 13) The wastes will be transported by specially licensed carriers and disposed in a licensed facility. 14) Paints with toxic ingredients or solvents or lead-based paints will not be used.	Depends on place of disposal Minimal	Depends on place of disposal Minimal	Contractor Contractor	Contractor Contractor	
	Flora and fauna						
	During the construction phase is planned some bushes and trees cutting. The predominant land use in the project area is agricultural and not dependent on forest cover. In some areas of agricultural land or land of state reserves there are areas with low-value wild-growing trees and other vegetation growing as a result of natural regeneration. Impacts on natural-protected areas are not expected, because of their absence along the road way. Vegetation could be temporary affected by the pollution from construction works, which could lead to disruption of growth and development, and can accelerate the aging process. The construction works along the river, particularly bridge'	1) Compensation tree planting (physical planting of 30 trees). 2) Compensation payment will be made to fishery. 3) Physical features of the landscape and design of the road will have sufficient numbers of special engineering elements, which will allow wildlife to easily cross the road. 4) Special signs ("Animals on the road") will be installed on the road in the areas where wild animals can potentially cross the road.	Moderate Moderate Minimal Minimal	Moderate Moderate Minimal Minimal	Contractor Contractor Contractor Contractor	Contractor Contractor Contractor Contractor	

	reconstruction could affect water ecosystems, fish-bearing and their spawning. No regular or seasonal strong movement of animals is observed in the area						
	Risks of fires and explosions						
	Risk of fires and explosions during construction phase in the locations of construction machinery and storage of fuels and lubricants could be increased especially if necessary public safety measures are not followed. This may potentially lead to injuries of workers and people visiting or passing-by the site. It may also cause damage to facilities	1) The construction site will be equipped with primary fire-fighting equipment, in particular, fire extinguishers and firefighting accessories boards with required equipment, fire suppression water tanks for water storage purposes and fire hydrants on water supply systems. Fire prevention measures will also include adherence to storage conditions for fuel and lubricants (FL) and compliance with the rules of work using open flame, explosives, etc. 2) Emergency plan in case of fires will be developed for construction camps, parking lots asphalt plants etc. Workers will receive regular training on fire situations and on the use of fire extinguishers.	Moderate Minimal	Moderate Minimal	Contractor Contractor	Contractor Contractor	
	Increased risk of traffic accidents						
	Intensified traffic of heavy machinery and trucks to and from the construction and demolition sites could increase the risk of traffic accidents	1) A traffic management plan will be developed and followed for construction and demolition sites. Management plans will include identification of optimal routes and time for construction materials delivery, transportation of construction and demolition waste to disposal sites and so on. If found necessary, traffic will be temporarily diverted	Minimal	Minimal	Contractor	Contractor	

		and safe speed limits will be established and enforced during the working period. The site will be clearly marked with special signs and/or fences and separated from public areas. Safe passageways will be organized. During the night special lighting will be arrange to prevent accidents.					
	Human safety						
	Workers and visitors may be injured at the construction and demolition sites, if necessary safety and occupational health rules/standards are not followed	1) Arrangement of works will also include occupational safety measures that comply with effective rules and regulations, prevention of accidents and occupational diseases as well as improvement of labor conditions. When planning the construction site, it is envisaged that requirements for required distances, passes and traffic passages width between temporary buildings and structures will be met. 2) Compliance with safety regulations and instructions, including use of individual protective equipment, will be enforced and constantly monitored by the construction site supervisor. The person responsible for health and safety issues at the company level will take part in monitoring and random on-site checks on a regular basis.	Minimal Minimal	Minimal Minimal	Contractor Contractor	Contractor Contractor	

ANNEX 4. Monitoring Plan

Phase	What (Is the parameter to be monitored?)	Where (Is the parameter to be monitored?)	How (Is the parameter to be monitored?)	When (Define the frequency / or continuous?)	Why (Is the parameter being monitored?)	Cost (if not included in project budget)	Who (Is responsible for monitoring?)
During activity **preparation**	site access traffic management availability of waste disposal facilities hazardous waste inventory (asbestos) construction material quality control (e.g. paints / solvents)	at the site at the site in site vicinity on site Contractor's store/building yard	check if design and project planning foresee diligent procedures visual / analytical if in doubt visual / research in toxic materials databases	before launch of construction before start of rehabilitation works before approval to use materials	safety of general public timely detection of waste disposal bottlenecks public and workplace health and safety	marginal, within budget marginal, within budget (prepare special account for analyses at PIU?)	Contractor, Engineer
During activity **supervision**	dust generation noise emissions waste and wastewater types, quality and volumes surface drainage soundness	on site and in immediate neighbourhood, close to potential impacted residents at discharge points or in storage facilities	visual consultation of locals visual, analytical if suspicious count of waste transports off site, check flow rates and runoff routes for wastewater	daily daily daily / continuous daily / continuous	avoidance of public nuisance avoidance of negative impacts on ground/ surface waters ensuring proper waste management and disposal	marginal, within budget	Contractor, Engineer

ANNEX 5. Conclusion of the State Expertize

Міністерство регіонального розвитку, будівництва та житлово-комунального господарства України

ДЕРЖАВНЕ ПІДПРИЄМСТВО
"СПЕЦІАЛІЗОВАНА ДЕРЖАВНА ЕКСПЕРТНА ОРГАНІЗАЦІЯ - ЦЕНТРАЛЬНА СЛУЖБА УКРАЇНСЬКОЇ ДЕРЖАВНОЇ БУДІВЕЛЬНОЇ ЕКСПЕРТИЗИ"
ДП "УКРДЕРЖБУДЕКСПЕРТИЗА"

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ДП "Укрдержбудекспертиза"
_____ В.Ф. АМПІЛОГОВ
"__" _____ 2013 р.

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ЕКСПЕРТНИЙ ЗВІТ

щодо розгляду проектної документації
(позитивний)

За проектом **«Капітальний ремонт автомобільної дороги державного значення М-03 Київ – Харків – Довжанський на ділянці Лубни – Полтава км 300+550 – км 336+873, км 340+961 – км 344+817, Полтавська область»**

Категорія складності об'єкта будівництва – V

Замовник будівництва – Служба автомобільних доріг у Полтавській області

Генеральний проектувальник – ДП «Укрдіпродор»

За результатами розгляду проектної документації і зняття зауважень встановлено, що зазначена документація розроблена відповідно до вихідних даних на проектування з дотриманням вимог до міцності, надійності та довговічності об'єкта будівництва, його експлуатаційної безпеки та інженерного забезпечення, у тому числі щодо доступності осіб з обмеженими фізичними можливостями та інших маломобільних груп населення, санітарного та епідеміологічного благополуччя населення, охорони праці, пожежної безпеки, кошторисної частини проекту капітального ремонту і може бути **затверджена в установленому порядку** з такими техніко-економічними показниками:

(початок)

Показники	Од. виміру	Кількість
Народно-господарське значення дороги		державна
Категорія дороги		І-б
Продовження див. на звороті		

(продовження)

Вид будівництва		капітальний ремонт
Загальна довжина	км	33,885
Мінімальний радіус у плані: - по населених пунктах - на польовій ділянці	 м м	 2493 800
Максимальний поздовжній ухил: - по населених пунктах - на польовій ділянці	 ‰ ‰	 29 54
Мінімальні радіуси вертикальних кривих: - по населених пунктах: - опуклих - увігнутих - на польовій ділянці: - опуклих - увігнутих	 м м м м	 10465 5000 15000 5000
Ширина земляного полотна	м	25,60 - 28,80
Ширина проїзної частини	м	2x7,50
Тип покриття		щебенево-мастиковий асфальтобетон (ЩМА-20) на бітумі БМП 60/90-52
Примикання	шт.	31
Лівоповоротні з'їзди	шт.	15
Транспортні розв'язки у двох рівнях	шт.	2
Шляхопроводи	шт.	1
Мости	шт.	3
Підземні пішохідні переходи	шт.	1
Тунель для руху пішоходів та прогону худоби	шт.	1
Залізобетонні труби	шт.	11
Автобусні зупинки	шт.	21
Шумозахисні екрани	м	4452
Майданчики відпочинку та габаритно-вагового контролю	шт.	2
Дорожні метеостанції	шт.	2
Тривалість капітального ремонту	міс.	48
Загальна кошторисна вартість в поточних цінах станом на 12.06.2013 р. в т.ч.: - будівельно – монтажні роботи - устаткування - інші витрати Зворотні суми	тис. грн. тис. грн. тис. грн. тис. грн. тис. грн.	1191815,400: 33,885= 947548,813 6488,283 237778,304 1520,894
До складу проекту входять дві черги будівництва		
Перша черга, поділена на три пускові комплекси		
Довжина ділянки	км	30,115
Примикання	шт.	28
Продовження див. на стор.3		

Серія ДП №148871

ення)

(продовження)

Лівоповоротні з'їзди	шт.	13
Транспортні розв'язки у двох рівнях	шт.	1
Шляхопроводи	шт.	1
Мости	шт.	2
Тунель для руху пішоходів та прогону худоби	шт.	1
Залізобетонні труби	шт.	11
Автобусні зупинки	шт.	19
Шумозахисні екрани	м	4452
Майданчики відпочинку та габаритно-вагового контролю	шт.	2
Дорожні метеостанції	шт.	1
Тривалість капітального ремонту	міс.	24
Із загальної кошторисної вартості вартість першої черги в поточних цінах станом на 12.06.2013 р.	тис. грн.	1015631,113
в т. ч.:		
- будівельно – монтажні роботи	тис. грн.	808119,637
- устаткування	тис. грн.	4146,600
- інші витрати	тис. грн.	203364,876
Зворотні суми	тис. грн.	1185,731
У тому числі:		
Пусковий комплекс №1 (км 300+550 – км 323+000)		
Довжина ділянки	км	22,292
Примикання	шт.	21
Лівоповоротні з'їзди	шт.	11
Мости	шт.	2
Тунель для руху пішоходів та прогону худоби	шт.	1
Залізобетонні труби	шт.	8
Автобусні зупинки	шт.	12
Шумозахисні екрани	м	3594
Майданчики відпочинку та габаритно-вагового контролю	шт.	2
Дорожні метеостанції	шт.	1
Тривалість капітального ремонту	міс.	24
Із загальної кошторисної вартості першої черги вартість пускового комплексу №1 в поточних цінах станом на 12.06.2013 р.	тис. грн.	753098,323
в т. ч.:		
- будівельно – монтажні роботи	тис. грн.	594667,319
- устаткування	тис. грн.	3922,891
- інші витрати	тис. грн.	154508,113
Зворотні суми	тис. грн.	612,737
Пусковий комплекс №2 (км 329+050 – км 333+250)		
Довжина ділянки	км	4,200

Продовження див. на стор.4

(закінчення)

Примикання	шт.	3
Лівоповоротні з'їзди	шт.	2
Залізобетонні труби	шт.	3
Автобусні зупинки	шт.	5
Шумозахисні екрани	м	858
Тривалість капітального ремонту	міс.	12
Із загальної кошторисної вартості першої черги вартість пускового комплексу №2 в поточних цінах станом на 12.06.2013 р.	тис. грн.	145796,929
в т. ч.:		
- будівельно- монтажні роботи	тис. грн.	118700,002
- устаткування	тис. грн.	111,662
- інші витрати	тис. грн.	26985,265
Зворотні суми	тис. грн.	255,594
Пусковий комплекс №3 (км 333+250 – км 336+873)		
Довжина ділянки	км	3,623
Примикання	шт.	4
Транспортні розв'язки у двох рівнях	шт.	1
Шляхопроводи	шт.	1
Автобусні зупинки	шт.	2
Тривалість капітального ремонту	міс.	12
Із загальної кошторисної вартості першої черги вартість пускового комплексу №3 в поточних цінах станом на 12.06.2013 р.	тис. грн.	116735,861
в т. ч.:		
- будівельно – монтажні роботи	тис. грн.	94752,316
- устаткування	тис. грн.	112,047
- інші витрати	тис. грн.	21871,498
Зворотні суми	тис. грн.	317,400
Друга черга, км 340+961 – км 344+817		
Довжина ділянки	км	3,770
Примикання	шт.	3
Лівоповоротні з'їзди	шт.	2
Транспортна розв'язка у двох рівнях	шт.	1
Мости	шт.	1
Підземні пішохідні переходи	шт.	1
Автобусні зупинки	шт.	2
Дорожні метеостанції	шт.	1
Тривалість капітального ремонту	міс.	24
Із загальної кошторисної вартості вартість другої черги в поточних цінах станом на 12.06.2013 р.	тис. грн.	176184,287
в т. ч.:		
- будівельно – монтажні роботи	тис. грн.	139429,176
- устаткування	тис. грн.	2341,683
- інші витрати	тис. грн.	34413,428
Зворотні суми	тис. грн.	335,163

Обов'язковий додаток до експертного звіту на 18 аркушах.

Головний експерт проекту **Н. І. Кондратенко**
(сертифікат АЕ № 001465)

Відповідальні експерти:

І. В. Котул
(сертифікат АЕ № 000094)

Т. В. Янкова
(сертифікат АЕ № 000201)

О. В. Грищенко
(сертифікат АЕ № 000052)

О. А. Воробйов
(сертифікат АЕ № 000038)

В. В. Шкуро
(сертифікат АЕ № 000199)

А. Г. Бушиленко
(сертифікат АЕ 000027)

П. М. Ковальов

ANNEX 6. Resolution of the Cabinet of Ministers of Ukraine

КАБІНЕТ МІНІСТРІВ УКРАЇНИ

РОЗПОРЯДЖЕННЯ

від 7 серпня 2013 р. № 561-р
Київ

Про затвердження проекту "Капітальний ремонт автомобільної дороги державного значення М-03 Київ - Харків - Довжанський на ділянці Лубни - Полтава, км 300 + 550 - км 336 + 873, км 340 + 961 - км 344 + 817, Полтавська область"

Затвердити поданий Державним агентством автомобільних доріг проект "Капітальний ремонт автомобільної дороги державного значення М-03 Київ - Харків - Довжанський на ділянці Лубни - Полтава, км 300 + 550 - км 336 + 873, км 340 + 961 - км 344 + 817, Полтавська область", розроблений державним підприємством "Укрдіпродор" та рекомендований до затвердження державним підприємством "Укрдержбудекспертиза" Міністерства регіонального розвитку, будівництва та житлово-комунального господарства, з такими основними техніко-економічними показниками:

категорія дороги	- І-б
загальна довжина ділянки, кілометрів	- 33,885
ширина земляного полотна, метрів	- 25,6-28,8
ширина проїзної частини, метрів	- 2 х 7,5
транспортні розв'язки у двох рівнях, одиниць	- 2
шляхопроводи, одиниць	- 1
мости, одиниць	- 3
загальна кошторисна вартість, тис. гривень	- 1 191 815,4
у тому числі:	
будівельно-монтажних робіт	- 947 548,813

устаткування	- 6 488,283
інші витрати	- 237 778,304
зворотні суми	- 1 520,894
тривалість капітального ремонту, місяців	- 48
у тому числі:	

перша черга, км 300 + 550 – км 336 + 873

довжина ділянки, кілометрів	- 30,115
транспортні розв'язки у двох рівнях, одиниць	- 1
шляхопроводи, одиниць	- 1
мости, одиниць	- 2
загальна кошторисна вартість, тис. гривень	- 1 015 631,113
у тому числі:	
будівельно-монтажних робіт	- 808 119,637
устаткування	- 4 146,6
інші витрати	- 203 364,876
зворотні суми	- 1 185,731
тривалість капітального ремонту, місяців	- 24

перший пусковий комплекс (км 300 + 550 – км 323 + 000) першої черги

довжина ділянки, кілометрів	- 22,292
мости, одиниць	- 2
загальна кошторисна вартість, тис. гривень	- 753 098,323
у тому числі:	
будівельно-монтажних робіт	- 594 667,319
устаткування	- 3 922,891
інші витрати	- 154 508,113

зворотні суми	- 612,737
тривалість капітального ремонту, місяців	- 24
другий пусковий комплекс (км 329 +050 – км 333 + 250) першої черги	
довжина ділянки, кілометрів	- 4,2
загальна кошторисна вартість, тис. гривень	- 145 796,929
у тому числі:	
будівельно-монтажних робіт	- 118 700,002
устаткування	- 111,662
інші витрати	- 26 985,265
зворотні суми	- 255,594
тривалість капітального ремонту, місяців	- 12
третій пусковий комплекс (км 333 + 250 – км 336 + 873) першої черги	
довжина ділянки, кілометрів	- 3,623
транспортні розв'язки у двох рівнях, одиниць	- 1
шляхопроводи, одиниць	- 1
загальна кошторисна вартість, тис. гривень	- 116 735,861
у тому числі:	
будівельно-монтажних робіт	- 94 752,316
устаткування	- 112,047
інші витрати	- 21 871,498
зворотні суми	- 317,4
тривалість капітального ремонту, місяців	- 12
друга черга, км 340 + 961 – км 344 + 817	
довжина ділянки, кілометрів	- 3,77
мости, одиниць	- 1

загальна кошторисна вартість, тис. гривень	- 176 184,287
у тому числі:	
будівельно-монтажних робіт	- 139 429,176
устаткування	- 2 341,683
інші витрати	- 34 413,428
зворотні суми	- 335,163
тривалість капітального ремонту, місяців	- 24

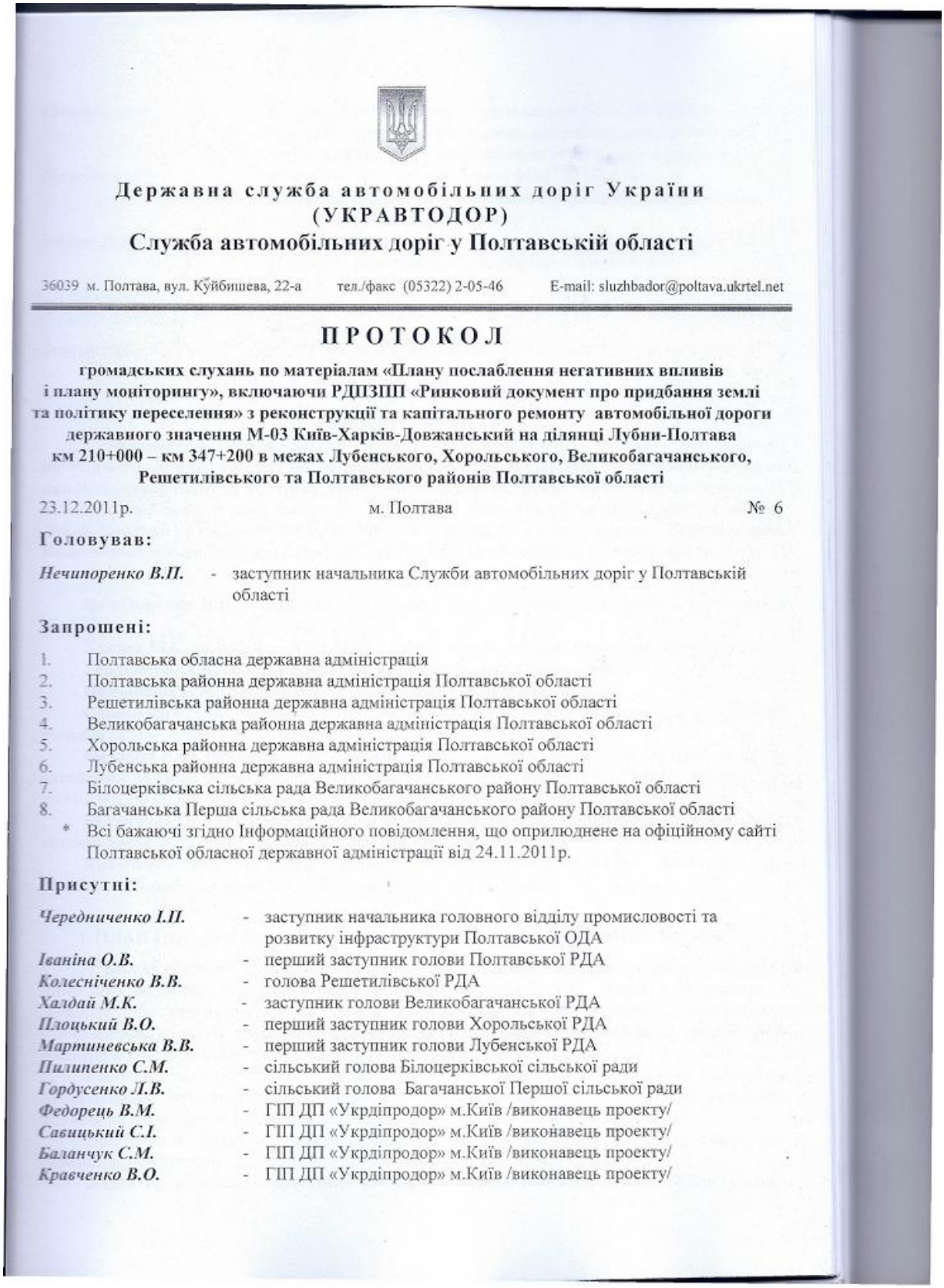
Прем'єр-міністр України **М.АЗАРОВ**

Інд. 70

Публікації документа

- **Урядовий кур'єр** від 21.08.2013 — № 151

ANNEX 7. Minutes of Public Hearing for Project Activity in Poltava Oblast



Державна служба автомобільних доріг України
(УКРАВТОДОР)
Служба автомобільних доріг у Полтавській області

36039 м. Полтава, вул. Куйбишева, 22-а тел./факс (05322) 2-05-46 E-mail: sluzhbador@poltava.ukrtel.net

ПРОТОКОЛ

громадських слухань по матеріалам «Плану послаблення негативних впливів і плану моніторингу», включаючи РДПЗПП «Ринковий документ про придбання землі та політику переселення» з реконструкції та капітального ремонту автомобільної дороги державного значення М-03 Київ-Харків-Довжанський на ділянці Лубни-Полтава км 210+000 – км 347+200 в межах Лубенського, Хорольського, Великобагачанського, Решетилівського та Полтавського районів Полтавської області

23.12.2011р. м. Полтава № 6

Головував:

Нечипоренко В.П. - заступник начальника Служби автомобільних доріг у Полтавській області

Запрошені:

1. Полтавська обласна державна адміністрація
2. Полтавська районна державна адміністрація Полтавської області
3. Решетилівська районна державна адміністрація Полтавської області
4. Великобагачанська районна державна адміністрація Полтавської області
5. Хорольська районна державна адміністрація Полтавської області
6. Лубенська районна державна адміністрація Полтавської області
7. Білоцерківська сільська рада Великобагачанського району Полтавської області
8. Багачанська Перша сільська рада Великобагачанського району Полтавської області

* Всі бажаючі згідно Інформаційного повідомлення, що оприлюднене на офіційному сайті Полтавської обласної державної адміністрації від 24.11.2011р.

Присутні:

Чередниченко І.П. - заступник начальника головного відділу промисловості та розвитку інфраструктури Полтавської ОДА
Іваніна О.В. - перший заступник голови Полтавської РДА
Колесніченко В.В. - голова Решетилівської РДА
Халдай М.К. - заступник голови Великобагачанської РДА
Плоцький В.О. - перший заступник голови Хорольської РДА
Мартиневська В.В. - перший заступник голови Лубенської РДА
Пилипенко С.М. - сільський голова Білоцерківської сільської ради
Гордусенко Л.В. - сільський голова Багачанської Першої сільської ради
Федорець В.М. - ГІП ДП «Укрдіпродор» м.Київ /виконавець проекту/
Савицький С.І. - ГІП ДП «Укрдіпродор» м.Київ /виконавець проекту/
Баланчук С.М. - ГІП ДП «Укрдіпродор» м.Київ /виконавець проекту/
Кравченко В.О. - ГІП ДП «Укрдіпродор» м.Київ /виконавець проекту/

Сімакова А.В.	-	гол.спеціаліст Полтавської регіональної філії ДП«ЦДЗК» /керівник, куратор та виконавець землевпорядної документації по Полтавському, Решетилівському та Лубенському районам/
Якименко О.В.	-	начальник Великобагачанської філії ДП «ЦДЗК» /керівник, куратор та виконавець землевпорядної документації по Великобагачанському району/
Іванюк Н.Ю.	-	заступник начальника Хорольської філії ДП «ЦДЗК» /керівник, куратор та виконавець землевпорядної документації по Хорольському району/
Слюсар В.П.	-	заступник начальника Служби автомобільних доріг у Полтавській області
Іщенко В.В.	-	заступник начальника інвестиційно-кошторисного відділу Служби автомобільних доріг у Полтавській обл.

Представники засобів масової інформації (1 чол.) та громадяни (18чол.)

ПОРЯДОК ДЕННИЙ:

Проведення громадських слухань по матеріалам «Плану послаблення негативних впливів і плану моніторингу», включаючи РДПЗПП «Ринковий документ про придбання землі та політику переселення» з реконструкції та капітального ремонту автомобільної дороги державного значення М-03 Київ-Харків-Довжанський на ділянці Лубни-Полтава км210+000–км347+200 в межах Лубенського, Хорольського, Великобагачанського, Решетилівського та Полтавського районів Полтавської області

СЛУХАЛИ:

Нечипоренка В.П. заступника начальника Служби автомобільних доріг у Полтавській області;

Халдая М.К. заступника голови Великобагачанської районної державної адміністрації;

Гордусенко Л.В. сільську голову Багачанської Першої сільської ради;

Пилипенка С.М. сільську голову Білоцерківської сільської ради;

Савицького С.І. головного інженера проекту ДП «Укрдіпродор» м.Київ, проектне рішення автодороги М-03 на ділянці від км210+000 до км245+050;

Федорця В.М. головного інженера проекту ДП «Укрдіпродор» м.Київ, проектне рішення автодороги М-03 на ділянках від км245+050 до км258+000, від км329+050 до км336+873, від км340+961 до км344+817, від км333+800 до км341+800, від км344+817 до км347+200;

Баланчука С.М. головного інженера проекту ДП «Укрдіпродор» м.Київ, проектне рішення автодороги М-03 на ділянці від км258+000 до км300+550;

Кравченка В.О. головного інженера проекту ДП «Укрдіпродор» м.Київ, проектне рішення автодороги М-03 на ділянці від км300+550 до км329+050.

РОЗГЛЯД МАТЕРІАЛІВ

І. ПЛАН ПОСЛАБЛЕННЯ НЕГАТИВНИХ ВПЛИВІВ І ПЛАН МОНІТОРИНГУ

У рамках реалізації Транспортної стратегії України, схваленої розпорядженням КМУ від 20.10.2010 року №2174-р, Державна Служба автомобільних доріг України «Укравтодор» здійснює підготовку другого спільного із Світовим банком інвестиційного проекту «Покращення транспортно-експлуатаційного стану міжнародної автомобільної дороги М-03 Київ-Харків-Довжанський на ділянці Лубни-Полтава.

Необхідність проведення покращення стану автодороги обумовлено сучасним незадовільним технічним станом дорожнього полотна та штучних споруд, який негативно впливає на транспортно-експлуатаційні характеристики та безпеку дорожнього руху.

Враховуючи зазначене та вимоги ДБН В.2.3-4:2007 автодорога М-03 повинна мати параметри І-б категорії.

Згідно представлених проектних рішень автодороги М-03 на ділянці Лубни-Полтава

розглянуто всі можливі негативні фактори впливу на навколишнє середовище.

Визначений план моніторингу дає можливість мінімізувати шкідливі фактори запланованої діяльності, що враховує відновлювальні заходи (землі, зелені насадження тощо); ресурсозберігаючі заходи (ощадне використання водних ресурсів, застосування сучасних матеріалів тощо); захисні заходи (зсувів, водної ерозії, підтоплення)

Даний проект має два основні компоненти: І компонент – відновлення та модернізація існуючих двосмугових ділянок доріг до чотири смугових; ІІ компонент – покращення безпеки дорожнього руху на автомобільній дорозі М-03 та прилягаючих дорогах.

Оцінка впливів на навколишнє середовище характеризує передування виникнення та прояву негативних впливів на етапі будівництва, відповідно до вимог нормативних документів та технологічних регламентів України.

ІІ. Рамковий документ про придбання землі та політику переселення

Мета цього рамкового документа полягає у роз'ясненні принципів переселення, організаційних заходів та критеріїв дизайну, які слід застосовувати до субпроектів, котрі будуть розроблятися в ході впровадження проекту. Потім плани переселення в рамках субпроектів, узгоджені з рамковим документом, будуть надсилатися до Світового банку на затвердження після того, як стане доступною конкретна інформація з питань планування.

Відповідні заходи будуть ретельно сплановані і здійснені за згодою сторін.

Рамковий документ про політику переселення, виключає вимушене переселення, так як воно відбуватиметься за добровільною згодою власника у зв'язку з наданням йому більш сприятливих умов життя.

ВИРІШИЛИ

Схвалити заходи з реалізації зазначених процедур, за узгодженням органів місцевого самоврядування (райдержадміністрація, сільська рада) та письмової згоди власників на добровільне переселення, що отримала Служба автомобільних доріг у Полтавській області.

Враховуючи той факт, що документ має узагальнюючий формат, без глибокої деталізації кожної окремої ділянки, передбачити детальну розробку вказаного «Плану послаблення негативних впливів і плану моніторингу» в рамках підготовки проектної документації на стадії «Робочий проект» по кожній окремій ділянці, оприлюднити його та провести громадські слухання з залученням місцевих жителів до початку проведення будівельних робіт.

Протокол вів заступник начальника інвестиційно-кошторисного відділу Служби автомобільних доріг у Полтавській області — В.В.Іщенко

23.12.2011р.
15^{00}-16^{00}

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Зоря Полтавщини

СЕРЕДА 9 листопада 2011 р.

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Оголошення

Інформаційне повідомлення про громадське обговорення

У рамках реалізації Транспортної стратегії України, схваленої розпорядженням КМУ від 20.10.2010 року №2174-р, Державна служба автомобільних доріг України «Укравтодор» здійснює підготовку другого спільного зі Світовим банком інвестиційного проекту «Покращення транспортно-експлуатаційного стану міжнародної автомобільної дороги М-03 Київ–Харків–Довжанський на ділянці Лубни–Полтава».

14 листопада 2011 року відбудуться громадські слухання за матеріалами Оцінки впливу на навколишнє середовище (ОВНС) проекту реконструкції (км 210+000 – км 300+550, км 323+000 – км 329+050) та капітального ремонту (км 300+550 – км 323+000, км 329+050 – км 336+873) автодороги державного значення М-03 Київ–Харків–Довжанський на ділянці Лубни–Полтава км 210+000 – км 347+200 в межах Полтавської області.

Місце проведення: **м. Полтава, вул. Куйбишева, 22-а, 4-й поверх, адмінбудинок Полтавського облавтодору. Початок – о 14.00.** Запрошуємо всіх бажаючих.

Замовник – Служба автомобільних доріг у Полтавській області Державної служби автомобільних доріг України «Укравтодор». Адреса: 36039, м. Полтава, вул. Куйбишева, 22-а. Розробник матеріалів ОВНС – ВКП «Укрпроміндустрія», генеральний розробник проекту – державне підприємство «Український державний інститут з проектування об'єктів дорожнього господарства «Укрдіпродор». Адреса: 03680, м. Київ, Повітрофлотський просп., 39/1, тел. (044) 249-84-83.

Із матеріалами ОВНС проектованої діяльності з реконструкції та капітального ремонту ділянки автодороги можна ознайомитися в Службі автомобільних доріг у Полтавській області у В.В. Іщенка за тел. (05322) 2-04-55. Адреса: 36039, м. Полтава, вул. Куйбишева, 22-а, 2-й поверх.

Пропозиції (зауваження) просимо подавати до 12 листопада 2011 року в сільські ради за місцем проживання, райдержадміністрації, головне управління промисловості та розвитку інфраструктури облдержадміністрації за адресою: **36014, м. Полтава, вул. Жовтнева, 45, кімн. 510, тел. 56-41-38.**

Держуправління охорони навколишнього природного середовища в Полтавській області оголошує конкурс на заміщення вакантних посад:

* головного спеціаліста відділу біоресурсів, земельних питань та об'єктів природно-заповідної справи (тимчасова);

* головного спеціаліста відділу державної екологічної експертизи, моніторингу навколишнього природного середовища та зв'язків із громадськістю (тимчасова).

Вимоги до кандидатів: повна вища профільна освіта, стаж практичної роботи за фахом – не менше 1-го року на державній службі на посаді провідного спеціаліста чи 3-х років – у інших сферах управління.

Документи (заяву, особову картку ф. П-2ДС, автобіографію, виписку з трудової книжки, завірені в установленому порядку копії диплома та першої і другої сторінок паспорта громадянина України, декларацію про доходи та зобов'язання фінансового характеру щодо себе та членів своєї сім'ї за 2010 р., дві фотокартки розміром 4х6 см) подавати особисто протягом 30 календарних днів із дня опублікування оголошення за адресою: **м. Полтава, вул. Зигіна, 1. Тел. 56-41-12.**