

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC7654

Date ISDS Prepared/Updated: 23-Jun-2014

Date ISDS Approved/Disclosed: 07-Jul-2014

I. BASIC INFORMATION

A. Basic Project Data

Country:	Belarus	Project ID:	P149697
Project Name:	Transit Corridor Improvement Project (P149697)		
Task Team Leader:	Simon David Ellis		
Estimated Appraisal Date:	22-Sep-2014	Estimated Board Date:	18-Dec-2014
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Rural and Inter-Urban Roads and Highways (100%)		
Theme(s):	Infrastructure services for private sector development (30%), Other public sector governance (40%), Regional integration (30%)		
Financing (In USD Million)			
Total Project Cost:	300.00	Total Bank Financing:	250.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			50.00
International Bank for Reconstruction and Development			250.00
Total			300.00
Environmental Category:	B - Partial Assessment		
Is this a Repeater project?	No		

B. Project Objectives

The Project Development Objective is to improve transport connectivity and safety for domestic and international road users on selected sections of the M6 road.

C. Project Description

Component 1: Improvement of the M6 transit corridor. This Component provides for the reconstruction and upgrading of a section of the M6 road, from a two-lane to a four-lane road. The

road would be designed for the European standard axle load of 11.5 tons and also include two-level interchanges and road safety features according to European standards. The section to be upgraded is located on a 153 km section between Minsk and Grodno. The road improvement would meet two strategic objectives for the government by: (i) linking Minsk to Grodno as part of their national strategy of connecting all six Oblast centers to high standard roads; and (ii) to developing international transit corridors to promote cross border trade. The M-6 links Minsk to Grodno and also to the Polish border. Following improvement the road would be tolled. The route carries a substantial proportion of transit traffic with volumes ranging from 8-10,000 vehicles per day of which 35 percent are trucks. Based on preliminary estimates the cost for the US\$153 km section is US\$413 million (excluding VAT) and the Bank would finance approximately US\$200 million (75 km) of that cost. Through counterpart finance the Government would finance VAT, design, supervision and audit costs. The remainder of the section will be financed through the Government budget as part of a separate financing program.

Component 2: Modernization of sector institutions, Logistics and Impact Analysis. This Component of the project will finance technical assistance studies to support the on-going reform of the roads sector and the move to commercialize key economic entities such as the contractors and consultants. It will also support MoTC in developing its strategic capability to plan and manage developments in the transport sector. Related to this the component will also support increasing logistics performance as the country, according to the Bank's Logistics Performance Indicator, is currently slipping behind its regional competitors. This could perhaps include a new Logistics Strategy and even transit corridor strategies for the M-6. The component will also finance impact analysis if the transit corridor.

Impact assessment will document potential income impacts on the bottom 40 percent of the proposed improvements in the transit corridor. Main activities would include the design, data collection and analysis of relevant data, conducting an assessment of potential poverty and social impacts in the corridor with recommendations for enhancement.

D. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

The section to be upgraded is located between Minsk and Grodno and is a 153 km part of the highway from Minsk to Grodno and on to the Polish border. The project area is generally flat with some rolling sections. The road mainly crosses farmland but there are sections of forest land and several rivers and creeks to cross. Good construction practices and reasonable housekeeping during the upgrade of the road will ensure that negative impacts on flora, fauna and landscapes are minimized. While the alignment goes through the protected area - Landscape Sanctuary "Naliboksky" at km 91.07 - km 101.0, no impacts on natural habitats or important ecosystems are expected. There are a number of settlements along the way and there will be need for limited land acquisition, physical resettlement and some provision of sound barriers for houses that are close to the road.

E. Borrowers Institutional Capacity for Safeguard Policies

The MoTC is the national authority in charge of road construction and maintenance in Belarus and will have the overall responsibility for the implementation of the proposed project. MoTC has formally delegated the responsibility for managing the day-to-day preparation and implementation of the proposed project to the Republican Unitary Enterprise MINSKAVTODOR-Center (MA-C). MA-C is one of six regional operational subsidiaries in charge of the management and maintenance of a part of the country's road network; it is located in Minsk.

Within MA-C, a Project Implementation Team (PIT) will be created, which will consist of experienced officials from MA-C, GRODNOAVTODOR- Center (responsible for the region where much of the proposed road is located) and other road sector agencies who have been assigned to work on the various aspects of project preparation and implementation. Through the on-going project the team at MA-C has developed good expertise in environmental issues and handled environmental management very effectively. The EIA that has been prepared for the new project is also of high quality. The on-going project did not have any land acquisition and resettlement issues whereas the proposed new project will have to address these issues. As such the Bank will provide additional support to MA-C in this area to ensure that their specialists have the necessary knowledge and training.

F. Environmental and Social Safeguards Specialists on the Team

Alexei Slenzak (GENDR)

Klavdiya Maksymenko (GURDR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/ BP 4.01	Yes	The overall project is proposed as environmental category "B" in accordance with the Bank's operational policies. The Ministry of Transport through Belgipodor have already prepared a first draft of the EIA report which is of good quality. The EIA includes: baseline data on the environmental characteristics of the project area, national and WB EA legal requirements and institutional responsibilities; potential environmental impacts; project alternatives analyzed; and a detailed Environmental Management Plan. The EIA will be updated based on additional information received during the detailed design of the road upgrade.
Natural Habitats OP/BP 4.04	No	The alignment goes through the protected area "Zakaznik Naliboksky" at km 91.07 - km 101.0. The EIA suggests that only low-value trees at some sections nearby the alignment will be removed and no impacts on critical natural habitats or important ecosystems are expected.
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/ BP 4.11	No	
Indigenous Peoples OP/BP 4.10	No	

Involuntary Resettlement OP/BP 4.12	Yes	The upgrading of the road from two lanes to four lanes will require some land acquisition along the length of the road. Physical resettlement is, however, to be expected on only a very limited scale and concerns a few households. In some cases the land plots of the households will need to be acquired for projects purposes. It is also projected that as the result of widening of the road some houses will appear so close to the road that it would not be possible to ensure noise protection to the acceptable standards by installing sound barriers, these houses would have to be resettled. Individual preliminary consultations were held by the client with the households that are likely to be affected. The specific number and exact location of such households will be identified only after finalization of the technical design. In this regard, a Resettlement Policy Framework (RPF) will be prepared for appraisal and the site specific Resettlement Action Plans (RAPs) will be prepared once the alignment for the roads has been finalized.
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	
Projects in Disputed Areas OP/BP 7.60	No	

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 15-Jul-2014

B. Time frame for launching and completing the safeguard-related studies that may be needed. The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The full EIA documents including a detailed and specific EMP will be prepared, disclosed and consulted upon in country in local language and in English in the Infoshop before project appraisal which is planned in July 2014. The RFP will also be prepared and will be disclosed in the country in local language and in English in the Infoshop prior to appraisal of the project. The RAPs will be prepared once the alignment has been finalized which is likely to be in August 2014.

IV. APPROVALS

Task Team Leader:	Name: Simon David Ellis	
Approved By:		
Regional Safeguards Coordinator:	Name: Agnes I. Kiss (RSA)	Date: 01-Jul-2014

¹ Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

Sector Manager:	Name: Juan Gaviria (SM)	Date: 07-Jul-2014
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