Ukraine
Second Road Safety Improvement Project (RSIP II)
Framework Addendum to the Environmental Management Plan

Executive Summary

PROJECT DESCRIPTION

The main project development objective is to reduce the incidence of traffic accidents, and to improve access, road operational conditions and safety along Ukraine’s road network through (i) rehabilitating and upgrading sections of the Kyiv-Kharkiv-Dovzhanskyi motor road (M3\(^1\)) between Lubny and Poltava; and (ii) eliminating major black spots previously identified by State Roads Administration all over Ukraine through rationale for “corridor approach”.

The project has two main components: (i) Rehabilitation and upgrading the existing two-lane road sections to four-lane road sections of approximately 165 kilometres, except one section of 55 km near Poltava where existing 2x2 lines motorway will be rehabilitated; and (ii) Traffic safety improvement on motor ways. The component will finance road infrastructure safety improvements on several high risk corridors that will be identified by Ukravtodor, based on the safety inspection of about 5000 km of national road network, which will be funded under the existing RSIP.

There are 83 communities in the project affected area, the majority of which are situated outside the right of way. The population of villages and towns in the project area will constitute 230 thousand people or 793 inhabitants per kilometer of road.

Environmental Impacts

Environmental impacts of road rehabilitation/repairs under RSIP II will mainly be caused by road widening and road infrastructure safety improvements and will be located to a large extent within the existing right of way of the road. These impacts are expected to be similar to those under the ongoing Road Safety Improvement Project, Phase 1 (RSIP 1) and broadly include: (i) air pollution and noise from trucks, other construction machinery and asphalt plants, (ii) soil disturbance, and (iii) tree-cutting, (iv) impacts on surface water networks (siltation, accidental pollution). These environmental impacts can be mitigated by good construction and general housekeeping practices. All bypasses will go mainly through farmland, only small portions of the bypasses will go through a forested area. A designated Compensating Tree Planting Plan will be developed by the Contractors as part of site-specific Environmental Management Plans (EMPs) in coordination with Poltava Oblast Forestry Department. No protected areas will be affected by the project. No physical cultural resources would be affected, however, “chance finds” provisions will be included in the standard bidding contracts. 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 sections.

\(^1\) The M3 motorway is part of the backbone of the country’s road infrastructure and a vital component of the economy, deriving significant revenues from transit fees. The first 100 km of the proposed section to be rehabilitated typically carry more than 20,000 vehicles per day, making it one of the highest trafficked roads in the region. Especially the corridor carries a large part of the heavy-loaded traffic transiting between Russia and the EU.
Impact Mitigation and Environmental Management

The key mitigation measures for the identified impacts will include (i) use of equipment and machinery complying with modern emission standards, proper siting of asphalt plans, regulation of work hours; (ii) minimization of project footprint, conservation and restoration of topsoil, grading, greening and re-planting after completion of construction works, (iii) compensatory planting of trees, corresponding to the number cut and augmented with appropriate factors to include potential future losses; (iv) use of siltation barriers and settlement ponds, care and good housekeeping with transport, storage and handling of hazardous substances and fuels.

For the purposes of RSIP 1 a corridor-specific Environmental Impact Assessment (EIA/OVOS 2007), documenting baseline conditions and environmental risks for the whole road Kyiv-Poltava, was prepared. Based on this, a generic Environmental Management Plan (EMP) was developed and its disclosure and public consultations organized under RSIP 1. Given that most of the road sections (except bypasses) proposed for financing under RSIP 2 were covered by this EIA/OVOS 2007, the EIA/OVOS produced by the client in 2011 covered only these additional sections of the road where greenfield construction would take place. Key data and findings of this EIA/OVOS report were used by the client for preparation of this Addendum to EMP which will provide guidance for preparation of site-specific EMPs as part of preparation of final designs. To ensure adequate quality and provide guidance to the Borrower, the World Bank will undertake a prior-review of and provide “No-Objection” to the first EMP prepared for new road sections.

Public consultations and disclosure of environmental documentation

Following the requirements for Category A projects public consultations on the terms of reference for environmental assessment (TOR for EA/OVOS) were organized in five project locations (Lubny, Khorol, Bilkotserkivka, Poltava, Reshetylivka) in October 2011. The recommendations received during public consultations are being taken into consideration during design preparation.

Public consultations on the EIA report were organized on November 14, 2011 with participation of representatives of all rayons of the area of prospective construction. The EIA report, minutes of public consultations, and Addendum to EMP are available at Ukravtodor website. Public consultations on the Addendum to EMP were organized by the client on December 23, 2011. Based on recommendations from these public consultations, the Addendum was updated and re-disclosed.

Public consultation on and PIU approval of site-specific EMPs will be a prerequisite for beginning works on respective new sections of the road. Site-specific EMPs will be prepared by the Contractors as part of final design documentation. These site-specific EMPs will be disclosed in project locations and public consultations will be organized by Contractors prior to commencement of works on these road sections.
BACKGROUND AND RATIONALE

For the purposes of RSIP 1 a corridor-specific Environmental Impact Assessment/OVOS (EIA/OVOS 2007), documenting baseline conditions and environmental risks for the whole road Kyiv-Poltava, was prepared. Based on this, a generic Environmental Management Plan (EMP 2007) was prepared and its disclosure and public consultations organized under RSIP 1. Given that the EMP 2007 covered most of the road sections proposed for financing under RSIP 2 except bypasses, State Roads Administration (Ukravtodor) initiated in 2011 additional EIA/OVOS to cover those bypasses². Findings of this EIA/OVOS are based on publicly available data, surveys and field studies (two field visits) undertaken by EIA/OVOS expert group during October – December 2011(EIA/OVOS 2011).

This Addendum to EMP covers sections of the road under bypasses and is based on EIA/OVOS 2011. In order to provide detailed guidance for Contractors and general public, additional information on forested areas, biodiversity and special engineering solutions to minimize negative environmental impacts was provided by Ukravtodor, Ukrgiprogorod (Ukrainian State Road Design Institute) and Ukrдоринвест (project PIU).

PROJECT DESCRIPTION

The Government of Ukraine is in the process of negotiating with the World Bank regarding financial assistance to its proposed Second Roads and Safety Improvement Project (hereinafter RSIP II). The main project development objective is to reduce the incidence of traffic accidents, and to improve access, road operational conditions and safety along Ukraine’s road network through (i) rehabilitating and upgrading sections of the Kyiv-Kharkiv-Dovzhanskyi motor road (M3³) between Lubny and Poltava; and (ii) eliminating major black spots previously identified by Ukravtodor all over Ukraine through rationale for “corridor approach”.

The project has two main components: (i) Rehabilitation and upgrading the existing two-lane road sections to four-lane road sections of approximately 165 kilometres, except one section of 55 km near Poltava where existing 2x2 lines motorway will be rehabilitated; and (ii) Traffic safety improvement on motor ways. The component will finance road infrastructure safety improvements on several high risk corridors that will be identified by Ukravtodor, based on the safety inspection of about 5000 km of national road network, which will be funded under the existing RSIP.

Component 1: Road Rehabilitation and Upgrading between Lubny and Poltava

The RSIP II will rehabilitate and upgrade the section of the M03 road between Lubny and Poltava. This is direct continuation of the M-03 road section that is being rehabilitated under the on-going RSIP project. It links central Ukraine and Kiev with the eastern industrial regions of Ukraine and border with Russia. The project road sections mostly run through rural areas with very little population, on a slightly rolling terrain, with main

² The bypasses are around Pokrovska Bagachka (km 220+748 – km 228+000), Krasnogorivka (km 275+ 608 – km 276+726), Poltava (km 333+800 – km 344+817), Kopyly (km 344+817 – km 347+200), and Kovtuny (straightening, km 229+210 – 229+812).

³ The M3 motorway is part of the backbone of the country’s road infrastructure and a vital component of the economy, deriving significant revenues from transit fees. The first 100 km of the proposed section to be rehabilitated typically carry more than 20,000 vehicles per day, making it one of the highest trafficked roads in the region. Especially the corridor carries a large part of the heavy-loaded traffic transiting between Russia and the EU.
straight sections and only a few slight curves. The existing Lubny-Poltava road has a length of 165 km, of which 55 km near Poltava have four lanes and the remainder has only two lanes. The project will upgrade the existing two-lane road sections to a four-lane road.

Component 2: Road Safety
The World Bank and Ukravtodor agreed that a network or corridor-based approach for physical road safety interventions will be applied under RSIP2. This approach has been used in recent years in many countries, for it is more effective in reducing road traffic crashes and casualties when compared to the “black spot treatment” approach.

Component 3: Institutional Support and Strengthening
Similar to RSIP I, RSIP II will provide resources for supporting Ukravtodor and the PIU in the preparation of road infrastructure projects.

REGULATORY FRAMEWORK
Environmental Impact Assessment (EIA/OVOS) is part of the Ukrainian project planning and permitting procedures. The EIA/OVOS and Public Consultation and Disclosure are stipulated by Ukrainian state construction regulations (see the list of regulatory documents in section “Requirements of Ukrainian Legislation” below).

The EIA/OVOS is a mandatory requirement for both new construction of highways and road rehabilitation. The main difference between the Ukrainian and WB requirements is that standard EIA/OVOS report does not provide required level of detail on specific impacts, mitigation and responsibilities for its implementation and monitoring required for site-specific EMPs. This difference in requirements will be addressed at a later stage when physical impacts are quantified and adequate set of mitigation measures developed and reflected in site-specific construction design documentation. Based on this detailed design documentation, site-specific EMPs will be prepared, disclosed and public consultations organized.

Requirements of Ukrainian Legislation

Negative impacts on the environment at the construction stage will be prevented through construction works carried out according to requirements of regulations and operating procedures for specific types of works. Road construction broadly, including environmental mitigation measures, are governed by the following main documents:

- Construction Norms and Regulations (SNiP) 3.03.01-87 Earth structures, foundations and substructures;
- Occupational Safety Regulations (NAOP) 45.2-7.02-80 Construction safety SNiP III-4-80*;
- State Construction Regulations (DBN) A.2.2.3-2004 Design. Composition, procedure for formulation, clearance and approval of design documentation for construction
- DBN A.3.1-5-96 Arrangement of construction operations

Requirements to environmental protection in the motor road industry are set forth by the Industrial-Specific Construction Norms (VBN) V.2.3-218-007-98 “Environmental
Requirements to Motor Roads (Designing). Environmental impacts are assessed according to the Industry-Specific Standard of Ukraine (GSTU) 218-02071168-096-2003 “Assessment and Forecasting of the Environmental Condition of Roads and Production Facilities”.

Detailed list of regulatory documents governing environmental, sanitary, occupational health and safety and other requirements to the design documents is contained in EIA/OVOS 2011.

Requirements of the World Bank

Depending on the type, location, sensitivity, and scale of the Investment Project and the nature and magnitude of its potential environmental impacts, the investment projects financed by the the IBRD are classified into one of four categories: A, B, C, and FI\(^4\). This project is classified as Category A based on the IBRD OP/BP 4.01 Environmental Assessment procedure. While the nature of environmental impacts is expected to be standard for this type of operations, construction of bypasses involves large-scale road construction works and associated land acquisition. According to the requirements of OP/BP 4.01 for Category A projects the EIA for new sections of the road was undertaken by independent experts and EMP (i.e. this Addendum to EMP) prepared. Public consultations on TOR for the IEA/OVOS, draft EIA report and Addendum to EMP were organized (see Section “Public consultations and disclosure of environmental documentation”).

ENVIRONMENTAL PROFILE OF THE PROJECT AREA

Landscape

The project site is located in Central-Eastern part of the country between Lubny and Poltava. The project area is generally flat with hilly landscape with a series of creeks and small rivers. Poltava oblast area broadly belongs to the type of Eastern European landscapes, the majority of which are of the forest-steppe type and only in the south and in the southern east they are of the steppe and northern-steppe types. Given the high level of agricultural activities, natural landscapes haven’t survived and, thus, man-made landscapes prevail. The share of agricultural landscapes is 76.2%.

The prevailing landscape of the project activity area is plain. The integral (isohypsometric) factor of landscape roughness (which reflects land inclinations, landscape relative highs, horizontal roughness in a comprehensive manner) for this area doesn’t exceed 0.5, and the density of horizontal roughness from permanent water flows doesn’t exceed 0.3 km/sq.km.

Flora and Fauna\(^5\)

Despite the fact that vegetation of this area has undergone significant historic transformation during XIX-XX centuries, the plant community is rich and diverse. It is being comprised of forest-steppes, steppes, meadows, flood plain and pine forests, oak

\(^4\) For more information regarding classification of projects please visit the following web-site: http://web.worldbank.org/IBRDSITE/EXTERNAL/PROJECTS/EXTPOLICIES/EXTOPMANUAL/

\(^5\) Information on flora and fauna of Poltava oblast is being provided for general background purposes.
woods, coastal and water phytocenoses. Semi-natural cenoses have survived mostly in flood plains, sometimes on their terraces, though they have also undergone significant changes.

Native plants, deciduous forests and meadow steppes, cover insignificant areas. Forests occur mostly on terraces of river valleys. In addition to the man-caused impact, their spreading is hampered by soil salinization which is typical for Poltava oblast.

Forests and other forested areas occupy 279,600 ha (9.7% of the oblast area), including 253,800 ha (8.8% of the oblast area) covered with forest vegetation. Forests are characterized by average productivity.

The steppe plants cover slopes of balks and river valleys, non-demolished barrows. Oblast meadow steppes occupy less than 20% of oblast territory and are characterized by the highest flora diversity.

The fauna list of the Poltava oblast includes 66 species of mammals, 307 species of birds, including 150 species of permanently nestling ones, 10 species of amphibians and 11 species of reptiles, 38 species of fish and broad diversity of insects. The most vulnerable species are those of steppe zone with more than a half of them requiring special conservation measures.

There are 397 terrestrial vertebrate species in the oblast. However, the status of many of them raises concerns and requires protection. 156 species or about 40% of the total number of these species have already vanished from the Poltava oblast or their number is close to extinction. Among them 15 species require special protection: 4 species (otter, sea eagle, imperial eagle, daker hen) are among European Red Book species, while 11 more species (badger, common weasel, steppe polecat, great jerboa, pond heron, gray crane, booted eagle, pied oyster catcher, Orsini’s viper, smooth snake) are in the Red Book of Ukraine.

**Nature protected areas**

There are no protected areas in the project area or zone of its impact.

*The area's primary ecological functions have been significantly modified 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 (private housing, shops, public buildings and various local infrastructure facilities). In addition, the construction of the existing main road between Kyiv and Kharkiv more than 50 years ago has changed the landscape and local ecosystems in the broader road corridor. Given that the ecosystems' biological communities have been historically affected by the above economic and social activities, and taking into account that the road upgrading works will not result in significant conversion or degradation of natural habitats, OP 4.04 (Natural Habitats) will not be triggered.*

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6 There are more than 300 protected areas in Poltava oblast, about 30 of them of national importance, including 2 national parks, 20 wildlife sanctuaries, 1 dendrological park, 1 botanic garden, 1 botanic natural landmark, 4 parks that are garden art landmarks.
Overall, assessment of physical and geographical characteristics of the project area suggests that:

1. The project area is not complex from geological and engineering standpoint. Landslides, saturations and sagging are exogenous geological processes which may potentially negatively affect the road.
2. The landslide development potential is average.
3. The project area is subject to moderate or intensive saturation.
4. Pollution resistance grade for soil is “high”. Soil self-regeneration capacity is “lower than medium”.
5. Environmental and living conditions for local citizens are mainly favorable and moderately favorable.
6. Nature protected areas will not be affected by construction and operation of the road.

All the above factors have been taken into account at design stage of the M-03 principal motor road Kyiv - Kharkiv - Dovzhanskyi reconstruction. The design solutions are aimed to prevent potential adverse impacts. 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 sections and new bypasses.

ROAD LOCATION AND DISCUSSION OF ALTERNATIVES

The realities of socio-economic life of the project region (housing, agribusiness and infrastructure development), environmental considerations and increasing cost of road construction in Ukraine influenced the choice of the location of bypasses. Road location suggested by initial feasibility study for construction of M3 motorway prepared in 2005-2006 was revised in 2011. Initially proposed alternatives either did not envisage bypasses (e.g. Poltava) or suggested different location of bypasses (e.g. Pokrovska Bagachka). This becomes evident from comparison of maps for different road sections contained in EIA/OVOS 2007 and EIA/OVOS 2011. The initially proposed location of the road would not be possible since it would have resulted in large-scale resettlement. Also, initially proposed location of bypasses was considered to be unacceptable from environmental perspective: its implementation would result in more serious impacts (e.g. scale and volumes of earth works) compared with the latest proposed location, which takes into account all above factors. The general map of the road and maps of bypasses are contained in Graphic Appendixes 1, 2, 3, 4, 5 and 6.

Construction of bypasses

There are following bypasses along the M3 motorway:

- Pokrovska Bagachka (km 220+748 – km 228+000)
- Krasnogorivka (km 275+608 – km 276+726)
- Poltava (km 333+800 – km 344+817)
- Kopyly (km 344+817 – km 347+200)
- Kovtuny (straightening) (km 229+210 – 229+812)

The total length of four bypasses and one straightening is about 22 km out of total length of the road of 137.2 km. All bypasses will go mainly through farmland, only small portions of
the bypasses will go through forested areas (only 8.4 ha of forests in total will be affected). No protected areas will be affected by the project.

Total area of agricultural lands transferred to Ukravtodor for the purposes of construction (mainly bypasses) is 251.9 ha. These include:

**Farmland:** 186.9 ha\(^7\) including:
- Tillage – 111.9 ha (I\(^8\) – 71.2 ha, II\(^9\) – 40.7 ha)
- Farm enterprises (land is subject to buy-out) – 0.2 ha (I -0.2 ha; II – 0.0 ha);
- Individual peasant farms (land plots are subject to buy-out) – 104 ha (I – 63.3 ha; II – 40.7 ha)
- Hayfields, meadows and pastures – 4.7 ha (I – 4.7 ha, II-0)
- Perennial plantations – 3 ha (I – 3 ha)

**Non-agricultural plots of land** (within agricultural land): 12.1 ha of land in temporary conservation reserve (I– 0, II – 12.1 ha)

**Land within the boundaries of communities:** 25.9 ha
- Vegetable plantations – 25.7 ha (I – 25.4 ha, II – 0.3 ha)
- Individual gardens and other plantations – 0.2 ha (I – 02 ha)

**Land in reserves** (withdrawn and transferred to the Department Road Service at no cost – 37.0 ha (I – 35.9 ha, II– 1.1 ha).

A detailed information on road sections requiring land acquisition under the project and principles/mechanisms of land acquisition and resettlement are discussed in detail in Resettlement Policy Framework (RPF).

**Physical cultural resources**

No physical cultural resources would be affected, however, “chance finds” provisions will be included in standard contracts.

**ENVIRONMENTAL IMPACT ASSESSMENT (CONSTRUCTION PHASE)**

**General**

The road will mainly follow the existing alignment with exception of several bypasses, mentioned above. Only very minimal changes to the alignment are planned for leveling, horizontal contouring and correction of curves for most of the road sections where road widening is planned. Environmental impacts of road rehabilitation/repairs, road widening and road infrastructure safety improvements will be taking place within the existing right of way of the road and in the locations of new bypasses. These impacts are similar to those under the ongoing RSIP 1 and broadly include: (i) air pollution and noise from trucks, other construction machinery and asphalt plants, (ii) soil disturbance associated with earth works,

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\(^7\) Of which under bypasses phase I – 67.4 ha, and phase II – 41 ha

\(^8\) I – project phase I, i.e. km 210+000 – 339+300

\(^9\) II – project phase II, i.e. km 339+300 – 356+200
and (iii) tree-cutting. All the above environmental impacts can be mitigated by good construction and general housekeeping practices and adequate mitigation activities.

The assessment of impacts presented in EIA/OVOS 2011 suggests that the landscape in the areas of prospective bypasses is largely modified by human activities, primarily agriculture. Given that some of the bypass sections of the road will go through forested areas, major environmental impacts of the project will be resulting from construction in forested areas and associated tree-cutting.

**Impact on forested areas**

_The project area was significantly modified after World War II. Forested areas do not represent natural forests or related natural habitats. The predominant land use in the project area is agricultural and not dependent on forest cover. The project will affect only small segments of forested areas as a result of construction of bypasses. All forested areas affected by the project are planted with low-value tree species. Based on the above, OP 4.36 (Forests) is not triggered._

There are two types of forested land in the project area:

1. State forestry land – forest land owned and managed by the National Agency of Forest Resources of Ukraine;
2. Forest belts – forest plantations along roads, which are located within the existing right of way of the road, owned and managed by Ukravtodor;

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.

The table below provides information on types, size and tree composition of forested areas for each bypass:

<table>
<thead>
<tr>
<th>Bypass or straightening</th>
<th>Type of forested area (ownership)</th>
<th>Area</th>
<th>Number of trees to be cut</th>
<th>Tree species</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pokrovskaya Bagachka bypass</td>
<td>State forestry land, Forest belts</td>
<td>1.1 ha, 0.5 ha</td>
<td>2567 poplar, maple, acacia</td>
<td></td>
</tr>
<tr>
<td>Krasnogorivka bypass</td>
<td>State forestry land, Forest belts</td>
<td>2.0 ha, 1.1 ha</td>
<td>2258 maple, ash tree</td>
<td></td>
</tr>
<tr>
<td>Poltava bypass</td>
<td>State forestry land, Forest belts</td>
<td>0.8 ha, 0.7 ha</td>
<td>2436 oak, maple, ash tree</td>
<td></td>
</tr>
</tbody>
</table>
Total area of forested land is 8.4 ha, including 5.8 ha of forested land plots which belong to the State Agency of Forest Resources of Ukraine with planted oak, maple, spruce, pine as major tree species and 2.6 ha of forest belts under authority of Ukravtodor (“land of transport” as defined by the Land Code of Ukraine). Forest belts are forest strips along the right of way and usually they do not have valuable tree species (lime, asp, poplar, maple and bushes).

Above information was obtained in the course of land survey and design works now in process. Generalized maps/plans with indication of areas subject to tree cutting are presented in Graphic Appendixes 2, 3, 4, 5 and 6.

Impact on fauna

Based on the assessment of types of existing fauna, no instances in which potential impacts might have warranted consideration of special engineering facilities (e.g. underpasses for wildlife migration) have been identified. There is a likelihood of increased number of accidents involving hunting game species mainly due to increased traffic volumes and speed. The reviews of available accident data have not indicated areas where accidents involving wildlife are common. Signs, requiring caution and awareness, will be installed in the areas known as habitat for wildlife.

Construction of bridges, overpasses and culvert pipes

The relief of the bypasses requires construction of special engineering elements, such as bridges, overpasses and culvert pipes. Also, three two-level interchanges will be constructed along Poltava bypass. The table below provides specific details for every bypass. Graphic Appendixes 2, 3, 4, 5, and 6 illustrate location and physical parameters of these engineering elements.

<table>
<thead>
<tr>
<th>Bypass or straightening</th>
<th>Type of engineering element</th>
<th>Length (m)</th>
<th>Height or diameter (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pokrovskaya Bagachka bypass</td>
<td>Bridge</td>
<td>103</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Culvert corrugated metal pipe (4)</td>
<td>-</td>
<td>1.58</td>
</tr>
<tr>
<td></td>
<td>Culvert corrugated metal pipe (1)</td>
<td>-</td>
<td>2.6 x 1.75</td>
</tr>
<tr>
<td>Kovtuny</td>
<td>Culvert corrugated</td>
<td>-</td>
<td>1.58</td>
</tr>
</tbody>
</table>
Construction of bridges may potentially have negative environmental impacts, especially on rivers and creeks. Mitigation measures will be implemented by the Contractor, as discussed in Section “Mitigation measures for prevention and minimization of negative environmental impacts (construction phase)” below.

Other impacts

Other potential negative environmental impacts are associated with day-to-day operation of construction camps, stone and sand quarries, and waste management.

MITIGATION MEASURES FOR PREVENTION AND MINIMIZATION OF NEGATIVE ENVIRONMENTAL IMPACTS (CONSTRUCTION PHASE)

The results of the EIA/OVOS 2011 and additional information on forested areas and road location prove that no special mitigation measures are needed with regard to forested areas or protection of other elements of environment. Implementation of mitigation plans (as outlined in site-specific EMPs) and good environmental/housekeeping construction practices by Contractors and sub-contractors will be sufficient to prevent and minimize potential negative environmental impacts.

Responsibilities for implementation, supervision and monitoring of mitigation measures

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 costs of mitigation measures will be included in the total project cost estimate. 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 cleanup, dust and noise control, traffic management during construction, safety enhancement, construction
site and camp cleanup 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 (e.g. regional branches of the Ministry of
Environment and Natural Resources of Ukraine). Also, implementation progress and
compliance with environmental safeguard policies will be monitored by the PIU and World
Bank experts during regular project implementation support visits.

Permitting documentation

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
or services. Special permits will be obtained or decisions by local authorities taken
regarding disposal of construction debris or household waste from construction camps.
Construction machinery will undergo regular maintenance check-ups with regard to
compliance with technical and safety regulations/standards.

Road works

Mobilization of heavy equipment to and from the site shall be carried out at time of lowest
traffic on the routes used. The Contractor shall use selected routes, as advised by the
Engineer, and appropriately sized vehicles suitable to the class of road, and shall restrict
loads to prevent damage to roads and bridges used for transportation purposes to the project
site. The Contractor shall be held responsible for any damage caused to the roads and
bridges due to the transportation of excessive loads, and shall be required to eliminate such
damage to the approval of the engineer.

The Contractor shall limit noisy construction works in or near residential areas between 7
am and 11pm. The Contractor shall also avoid the use of heavy or noisy equipment in
specified areas late at night, or in sensitive areas.

In order to prevent dust pollution during dry periods the Contractor shall carry out regular
watering of earth and gravel haul roads and shall cover soil haulage trucks if the soil is dry.

Adequate traffic control measures shall be maintained by the Contractor throughout the
duration of the Contract, and prior to any restriction being applied to two way traffic
movement written permission must be obtained from the State Road Inspection for the
proposed traffic control measures to be used and for the period of time the restriction is
proposed to be in place.

The Contractor shall ensure that storage areas for diesel fuel and bitumen, and asphalt
plants, are not located within 500 metres of watercourses, and are operated so that no
pollutants enter watercourses, either overland or through groundwater seepage, especially
during periods of heavy rain.
The contractor shall not use fuelwood as a means of heating during the processing or preparation of any materials forming part of the Works.

**Earthworks – general requirements**

The Contractor shall not carry out any earthworks during the rainy season unless specific permission is obtained in writing from the Engineer or his representative for properly controlled earthworks at specific locations. The Contractor shall maintain stable cut and fill slopes at all times and shall cause the minimum possible disturbance to areas outside the prescribed limits of the work.

The Contractor shall complete cut and fill operations to final cross-sections at any one location as soon as possible and preferably in one continuous operation and not leave partly completed earthworks, especially during the rainy season.

The Contractor shall ensure that any cut or fill slopes are planted in grass or other plant cover as soon as possible to protect them from erosion. To prevent erosion cut off drains and toe-drains shall be provided at the top and bottom of slopes as shown on the drawings or as directed by the Engineer.

**Forested areas**

Compensation scheme is a mechanism through which mitigation measures are taken in order to restore low-value tree stands/plantations which were cut for the purpose of road construction. This compensation scheme involves: (a) payment of special fees by Contractor for tree cutting (applies to areas with state forestry land only), and (b) compensation tree planting (i.e. physical planting of trees) by Contractor. The latter applies to both types of forested areas/plots. Approximate assessment of the value of trees to be cut is made by Ukrgiprodor at design stage and is based on field visits and on-site assessment of tree species composition, their age, density of stands and other parameters. Field visits and assessment mentioned above were made during June – September 2011. More detailed quantitative and qualitative characteristics of forested areas will be determined through joint on-site assessment/verification by Ukrgiprodor and Regional (Poltava) Department of Forestry in the process of preparation of working design documentation before the construction start. The results of this assessment will be used as a basis for a Dendrology Plan for specific section of the road. Implementation of the Dendrology Plan will be mandatory for implementation by Contractor.

It should be noted that quantitative indicators of tree-cutting as well as species composition and number of trees and other vegetation for compensation afforestation\\(^{10}\) will be determined at the stage of preparing working documentation. Taking into account time lag between preparation of design and working documentation minor variations are possible.

**Migration of wildlife\\(^{11}\)**

Physical features of the landscape and design of the road in the areas of all bypasses have sufficient numbers of special engineering elements (bridges, culvert metal pipes, cattle

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\\(^{10}\) According to standard practices of road construction in Ukraine the number of trees for replanting usually exceeds the number of trees cut.

\\(^{11}\) It is not expected that any vulnerable or endangered species will be negatively affected by road construction or operation.
underpasses, overpasses etc), which will allow wildlife to easily cross the road. Culvert metal pipes, for example, have a diameter of minimum 1.50 m and are located in a range of 1 to 1.5 km from each other in the areas of bypasses, thus allowing a passage of wildlife. For example, Pokrovska Bagachka bypass with overall length of about 7 km has 5 culvert metal pipes. Also, there are bridges, underpasses and overpasses along the road, as shown on Graphic Appendixes 2, 3, 4, 5 and 6.

Special signs (“Animals on the road”) will be installed on the road in the areas where wild animals can potentially cross the road. Depending on statistics of accidents involving wild animals during the first two years upon commissioning of the road, speed limits may be introduced on selected sections of the road.

**Construction camps and auxiliary facilities**

Temporary construction camps and asphalt plants will be deployed in places adjacent to M-03 road. Specific location for construction camps and auxiliary facilities (parking lots, material storage areas etc) will be identified jointly with local authorities (rayon state administrations, village councils). Exact size and locations of these land plots will be determined after contract award – prior to commencement of construction works. Rental and maintenance costs for these areas, including re-cultivation costs after completion of works, will be the responsibility of the Contractor.

Camp territory will be clearly marked or fenced. The camp will have designated areas for construction machinery, repair/routine maintenance shops, asphalt plant, storage sites/premises for materials and equipment and other areas as needed.

A special area will be designated for temporary collection of household waste. A licensed waste management company will be subcontracted to regularly collect and dispose the waste at designated waste landfill. Sewage from the camp will be collected in septic tanks and disposed by licensed operator to the nearest waste water treatment facilities.

**Waste management**

Wastes generated during road construction will be used for leveling of the road or disposed of at designated landfills or recycled (e.g. used motor or hydraulic oil) by licensed subcontractors.

It is envisaged that during construction works:

- regular transportation of construction materials will be carried out without stockpiling of large batches of materials at construction sites;
- temporary stockpiling of construction waste is arranged at construction sites in designated areas;
- mobile containers are available in places of works for metal waste, oil-soaked rags, oil products, etc.

**Land rehabilitation**

Land plots temporarily occupied during construction should be rehabilitated and transferred back to original land owners/users for their further use. Rehabilitation measures for these land plots will be determined by rehabilitation design (part of land survey documentation). This design will specify in detail all technological processes, their sequence with regard to soil characteristics and locations to improve road quality and eliminate erosion processes.
**Occupational and fire safety**

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 in the WP, it is envisaged that requirements for required distances, passes and traffic passages width between temporary buildings and structures will be met.

The construction site will be equipped with primary fire-fighting equipment, in particular, fire extinguishers and fire fighting accessories boards with required equipment, fire suppression water tanks for water storage purposes and fire hydrants on water supply systems. Fire prevention measures also include adherence to storage conditions for fuel and lubricants (FL) and compliance with the rules of work using open flame, explosion hazardous substances, etc.

**ENVIRONMENTAL IMPACTS DURING ROAD OPERATION**

**Complex impact assessment**

Having analyzed the projected motor road impact on the environment, it should be noted that the negative impact will be within the limits of the right of way and protective strip. Air pollution will be in the limits of admissible values.

Impact on water ecosystems will be minimal. The system of design decisions on rainfall and snow-melt water discharge, arrangement of road profile, especially in the locations of broken terrain, provides for water dump from both road surface and other engineering elements through open or closed channels to collection/settling ponds. The channels and settling ponds are being checked, cleaned and, if necessary, fixed by road maintenance service on a permanent basis.

Impact on flora and fauna is insignificant. No impact on nature protected areas.

In general, under normal circumstances the integral impact of motor road operation on key elements of environment is projected as insignificant.

Social effects of the project are positive. Impact on technological environment is considered to be positive.

**Public consultations and disclosure of environmental documentation**

Following the requirements for Category A projects public consultations on the terms of reference for environmental assessment (TOR for EA/OVOS) were organized in five project locations (Lubny, Khorol, Bilkotserkivka, Poltava, Reshetylivka) in October 2011. Minutes of public consultations on TOR for EA/OVOS are contained in Annex 1. The following recommendations received during public consultations are being taken into consideration during design preparation:

- construction of noise protection screens;
- construction of toilettes near bus stops;
- construction of access roads to village;
• construction of road crossing at village Vojnykha.

Public consultations on the EIA report were organized on November 14, 2011 with participation of representatives of all rayons of the area of prospective construction (see Annex 2). Key data and findings of this EIA report were used for preparation of this Framework Addendum to EMP. The EIA report, minutes of public consultations, and Framework Addendum to EMP are available at Ukravtodor website. Public consultations on Addendum to EMP were held on December 23 (see Annex 3). Based on recommendations from these public consultations, the Framework Addendum was updated and re-disclosed.
Graphic Appendix 1

General Map of the Road Lubny-Poltava

Graphic Appendix 2

Pokrovskaya Bagachka Village Bypass
(will be provided as separate pdf file)

Graphic Appendix 3

Krasnogorivka Village Bypass
(will be provided as separate pdf file)

Graphic Appendix 4

Poltava Bypass
(will be provided as separate pdf file)

Graphic Appendix 5

Kopyly Village Bypass
(will be provided as separate pdf file)

Graphic Appendix 6

Kovtuny Village Straightening
(will be provided as separate pdf file)
MINUTES
of the public consultations on the Terms of Reference for the development of the Environmental Impact Assessment materials on the reconstruction of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 - km 347+200 within Reshetylivka rayon of Poltava oblast
October 19, 2011 Reshetylivka settlement no. 2
Chairpersons:
Kolisnichenko V.V. - Head of the Reshetylivka Rayon State Administration
Kobchenko D.O. - First Deputy Head of the Service of Motor Roads in Poltava oblast
Attendants:
Ischenko V.V. - Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast
Butenko A.I. - Deputy Head of the Reshetylivka Rayon State Administration
Katstadze O.O. - Deputy Head of the Reshetylivka Rayon State Administration
Roskopin A.D. - Chief of Staff of the Reshetylivka Rayon State Administration
Riznyk V.G. - Head of the Reshetylivka Rayon Council
Shapoval G.G. - Head of the Reshetylivka Rayon Section of the Ministry of Emergencies in Poltava oblast
Pryhodko O.V. - Head of the Section for City Planning and Architecture of the Reshetylivka Rayon State Administration
Konstantinov V.O. - Chief Sanitary Officer of Reshetylivka Rayon
Trudnenko K.V. - Deputy Head of the Traffic Police Section in charge of Reshetylivka Rayon
Pyvovar N.M. - Head of the Section of the State Committee for Land Resources in Reshetylivka Rayon
Lozitskyi V.O. - Manager of “Govtva”, LLC. (an owner of an adjacent land plot within the bus station “Reshetylivka”)
Prukhodko M.O. - Head of the Section for Housing and Municipal Economy and Infrastructure Development of the Reshetylivka Rayon State Administration
Dmytrenko Yu.G. - Deputy of the Reshetylivka Rayon Council
Ovchinnikov O.I. - Acting Head of the Department for Agricultural Development of the Reshetylivka Rayon State Administration
Serbinova N.V. - Head of the Ownership, Social and Labor Relations Section of the Department for Agricultural Development of the Reshetylivka Rayon State Administration

Khlystun O.V. - Chief Specialist at the Section for Production and Processing Organization of the Department for Agricultural Development of the Reshetylivka Rayon State Administration

Krapchatova O.A. - Chief Specialist at the Ownership, Social and Labor Relations Section of the Department for Agricultural Development of the Reshetylivka Rayon State Administration

Onufriyenko V.G. - Chief Specialist at the Section for Production and Processing Organization of the Department for Agricultural Development of the Reshetylivka Rayon State Administration

Kliuk O.A. - Chief Specialist at the Section for Production and Processing Organization of the Department for Agricultural Development of the Reshetylivka Rayon State Administration

Biletskyi I.I. - Chief Specialist at the Section for Production and Processing Organization of the Department for Agricultural Development of the Reshetylivka Rayon State Administration

Dzhulai V.I. - Animal Technician at Private JSC “Poltavaplemservice”

Proskura Z.A. - Head of the Legal and Registration Work Section of the Reshetylivka Rayon State Administration

Tan’ko O.G. - Chief Specialist at the Legal and Registration Work Section of the Reshetylivka Rayon State Administration

Riznyk V.V. - State Registrar at the Legal and Registration Work Section of the Reshetylivka Rayon State Administration

Onyschenko O.I. - Deputy Head of the Emergencies Section of the Reshetylivka Rayon State Administration

Zablotska R.K. - Deputy Chief of Staff – Head of the Staff Organization and Personnel Section of the Reshetylivka Rayon State Administration

Cheh L.M. - Chief Specialist at the Staff Organization and Personnel Section of the Reshetylivka Rayon State Administration

Romanov A.L. - Chief Specialist at the Staff Organization and Personnel Section of the Reshetylivka Rayon State Administration

Fediy V.V. - Head of the Finance and Economic Provisioning Section of the Reshetylivka Rayon State Administration

Sribna S.V. - Chief Specialist at the Finance and Economic Provisioning Section of the Reshetylivka Rayon State Administration
Radist A.V. - Chief Specialist at the State Voters Registry Section of Reshetylivka rayon

Lysenko M.V. - Chief Specialist at the State Voters Registry Section of Reshetylivka rayon

Kovalenko V.M. - Chief of the branch “Reshetylivka rayavtodor” of the subsidiary “Poltavskyi oblavtodor”

Dyshkantiuk I.M. - Chief of the branch “Kopylianska Road Maintenance and Operation Section”

Kuzmenko V.V. - Head of the Reshetylivka Settlement Council

Pustovar A.V. - Land Surveyor of the Reshetylivka Settlement Council

Glazkova O.P. - Head of the Lymanska Druga Village Council of Reshetylivka rayon

Gavrysh O.A. - Land Surveyor of the Lymanska Druga Village Council of Reshetylivka rayon

Baranova N.G. - Head of the Lobachivska Village Council of Reshetylivka rayon

Matiushenko A.I. - Land Surveyor of the Lobachivska Village Council of Reshetylivka rayon

Vovk L.V. - Secretary of the Malobakayska Village Council of Reshetylivka rayon

Sribna L.L. - Land Surveyor of the Malobakayska Village Council of Reshetylivka rayon

Yarema V.M. - Head of the Demydivska Village Council of Reshetylivka rayon

Solovei O.V. - Land Surveyor of the Demydivska Village Council of Reshetylivka rayon

Sylka A.M. - Secretary of the Kukobivska Village Council of Reshetylivka rayon

Yakuba G.V. - Land Surveyor of the Kukobivska Village Council of Reshetylivka rayon

Savisko R.Yu. - Representative of Reshetilvka community of Reshetylivka rayon

Nadtochiy A.I. - Representative of Reshetilvka community of Reshetylivka rayon, a retiree

Mass-media representatives (2 persons) and community representatives (12 persons)

AGENDA:

Holding the public consultations on the Terms of Reference (ToR) for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Reshstylvka rayon of Poltava oblast.

HEARD:

Kolisinichenko V.V., Head of the Reshetylivka Rayon State Administration
Kobchenko D.O., First Deputy Head of the Service of Motor Roads in Poltava oblast;

Ischenko V.V., Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

**ACTIVITY AREAS AND PROPOSALS CONSIDERED:**

In pursuance of the Transport Strategy of Ukraine approved with the Resolution of the Cabinet of Ministers of Ukraine no. 2174-r dated October 20, 2010, the State Service of Motor Roads of Ukraine “Ukravtodor” prepares a second investment project with the World Bank “Improvement of the International Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi Traffic Conditions on the Lubny-Poltava Section”.

The main objective of the planned Project is to reduce a number of traffic accidents and improve the traffic conditions, in particular traffic safety of the motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the Lubny-Poltava Section.

The purpose of the public consultations is to provide the public with clarifications on the planned works and taking into account the public opinion (proposals) on the Terms of Reference for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Reshetylivka rayon of Poltava oblast.

The M-03 motor road section within Reshetlyivka rayon, from km 291+586 to km 316+492, was considered in more details. The section (km 293+784 to km 300+550) will be reconstructed, while the section (km 300+550 to km 326+492) will undergo major overhauls. The M-03 motor road passes through the following inhabited localities: Lobachi village (km 293+784 - km 294+965); Glyboka Balka village (km 298+382 – km 299+380), Reshetylivka settlement (km 304+964 – km 307+233).

The citizens were informed that the Project Employer is the Service of Motor Roads in Poltava oblast of the State Service of Motor Roads of Ukraine “Ukravtodor”, the principal designer is the State-run Enterprise “Ukrainian State Institute for Road Facilities Design “Ukrdirpodor”, the EIA materials were developed by an independent company, the Commercial Industrial Enterprise “Ukrprominvest”.

All the engineering measures for the Project implementation should take into account citizens’ wishes (proposals), which allow for mitigating the activities’ negative environmental impact.

Main contamination sources and their impact on adjacent territories were highlighted, i.e. traffic contaminations (waste gases, noise, dust, etc.), changes in natural and economic systems (alienation of lands, landscape re-shaping, changes in the existing infrastructure, etc.); man-caused impacts (pollution of air, soils, water reservoirs and clearance of planted lands, etc.).

The EIA development will provide for analyzing, determining and applying all possible measures to make it impossible and prevent harmful factors arising from the planned activities.

All additional alienations of land plots for the motor road M-03 elements will be minimized and settled in accordance with the effective legislation of Ukraine.

The detailed planning of parking lots for building machinery and storage of construction supplies will be tackled and provisioned jointly with local self-government bodies, in acceptable places.
CITIZENS’ WISHES AND PROPOSALS:

The Project has been upheld unanimously. The following may be referred to as citizens’ wishes and proposals:

/reconstruction section (km 293+784 - km 300+550) /
- Public transport stops should be arranged before (PC181, on the left side) and after (PC183, on the right side) and after the crook towards the Lyman Drugyi village with a ground-level pedestrian crossing (PC182);
- Public transport stops should be arranged before (PC214, on the left side) and after (PC216, on the right side) the crook towards the Mushty village with a ground-level pedestrian crossing (PC215);

/reconstruction section (km 300+550 - km 316+492) /
- Upward and downward pass routes of people and animal-driven transport should be indicated within the underground pedestrian crossing (PC3065+80);
- A ground-level pedestrian crossing should be arranged at PC3069+50;
- The newly designed stops (PC3082+40, on the right side; PC3082+80, on the left side) near the downward pass to the brick factory should be taken away;
- The newly designed ground-level pedestrian crossing (PC3081+90) near the downward pass to the brick factory should be taken away;
- A downward pass to residential buildings should be arranged at PC3145+50 - PC3148+00;
- A downward pass to the Dolyna village should arranged within PC3145+45 - PC3146+60;

/general for the whole rayon /
- Public transport stops should be provided with restrooms.
- Attention should be drawn to motor road sections approaching residential areas, within villages, and vibration and noise protection measures should be ensured;
- Clearance of planted lands should be minimized to the extent possible.

The minutes were taken by the Deputy Head of the
Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

V.V. Ischenko

Oct. 19, 2011
2:00 pm - 4:00 pm
UKRAINE
POLTAVA RAYON STATE ADMINISTRATION

(i) OF POLTAVA OBLAST

(ii) MINUTES

of the public consultations on the Terms of Reference for the development of the Environmental Impact Assessment materials on the reconstruction of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Poltava rayon of Poltava oblast

October 26, 2011 Poltava city no. 2

Chairpersons:

Makarenko V.V. - Head of the Poltava Rayon State Administration

Nechyporenko V.P. - Deputy Head of the Service of Motor Roads in Poltava oblast

Attendants:

Ponomarenko V.I. - Head of the Section for Regional Development, City Planning and Architecture of the Poltava Rayon State Administration

Kylynnyk V.O. - Acting Head of the Section of the State Committee for Land Resources in Poltava Rayon

Fasiy G.I. - Head of the Culture Department of the Poltava Oblast State Administration

Romaniuk M.V. - Chief Sanitary Officer of Poltava rayon

Ischenko V.V. - Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

Grygoryev M.M. - Chief of the Poltava Environmental Protection Sector of the Poltava Oblast State Administration

Gavrylenko B.I. - Head of the branch “Poltavskyi Rayavtodor” of the subsidiary “Poltavskyi Oblavtodor”

Pilat V.P. - Head of the Commission on the Agricultural Complex, Land Resources and Rural Social Development of the Poltava Rayon State Administration

Serdiuk O.O. - Head of the Commission on Environment and Efficient Natural Resource Use of the Poltava Rayon State Administration
Landar O.A. - Head of the Commission on Industry, Transport, Construction, Municipal Economy, Communication, Trade and Household Matters of the Poltava Rayon State Administration

Fedorchenko V.R. - Member of the Commission on Industry, Transport, Construction, Municipal Economy, Communication, Trade and Household Matters of the Poltava Rayon State Administration

Trygolov M.M. - Head of the Poltava Rayon Organization of Veterans

Leliukh T.Yu. - Advisor to the Research NGO “Academy of Life Activities Safety Problems”

Reveka M.A. - Chief of the Staff of The Public Movement for Preservation of Order “Oberih”

Onischenko T.A. - Head of the Audit and Inspection Commission of NGO “Zelena Khvylia”

Senchuk N.D. - Head of the Poltava Rayon Association of Amateur Beekeepers

Riabota S.V. - Head of the Poltava Rayon Association of the All-Ukrainian Federation of Dancing Sports “Kolos” of the Agrarian Sector of Ukraine

Bulatova O.L. - Member of the Poltava Rayon [Section] of NGO “Federation of Kettlebell Lifting Sports”

Ageyev F.O. - Head of the Poltava Rayon Cell of the All-Ukrainian Organization of Disabled Persons “Union of Organizations of Disabled Persons of Ukraine”

Zhdanov S.T. - Member of the Board of the Poltava Rayon Organization “Social Dialogue”

Pereliuk I.O. - Priest, community abbot in the village of Petrivka (Saint Michael’s religious community of the Kyiv Patriarchate Ukrainian Orthodox )

Karandin V.M. - Deputy Head of the Public Council at the Poltava Rayon State Administration, member of the rayon [section] of NGO “Fauna”

Tsvirkun O.V. - Head of the Poltava Rayon Trade Union Organization of Education and Science Personnel

Reshetniak A.V. - Member of the primary trade union organization of the Trade Union of Ukrainian Healthcare Staff from the municipally-owned central pharmacy no. 250

Cherveniuk O.V. - Head of the Poltava Rayon Organization of the Trade Union of Ukrainian Culture Sector Staff

Goncharenko V.M. - Head of the non-for-profit organization of the motor club “Poltava”

Shapchenko I.G. - Member of the All-Ukrainian non-for-profit organization “National Agricultural Chamber of Ukraine”

Polovenko O.O. - Head of the Abazivska Village Council of Poltava Rayon

Brechko P.S. - Head of the Brychkivska Village Council of Poltava Rayon

Monastyrskyi M.I. - Head of the Vasylivska Village Council of Poltava Rayon
AGENDA:

Holding the public consultations on the Terms of Reference (ToR) for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Poltava rayon of Poltava oblast.

HEARD:

Makarenko V.V., Head of the Poltava Rayon State Administration
Nechyporenko V.P., Deputy Head of the Service of Motor Roads in Poltava oblast;
Ischenko V.V., Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast
ACTIVITY AREAS AND PROPOSALS CONSIDERED:

In pursuance of the Transport Strategy of Ukraine approved with the Resolution of the Cabinet of Ministers of Ukraine no. 2174-r dated October 20, 2010, the State Service of Motor Roads of Ukraine “Ukravtodor” prepares a second investment project with the World Bank “Improvement of the International Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi Traffic Conditions on the Lubny-Poltava Section”.

The main objective of the planned Project is to reduce a number of traffic accidents and improve the traffic conditions, in particular traffic safety of the motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the Lubny-Poltava Section.

The purpose of the public consultations is to provide the public with clarifications on the planned works and taking into account the public opinion (proposals) on the Terms of Reference for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Poltava rayon of Poltava oblast.

The M-03 motor road section within Poltava rayon, from km 316+492 to km 247+200, was considered in more details.

Motor road sections to undergo major overhauls: from km 316+492 to km 323+000, from km 329+050 to km 336+873, from km 340+961 to km 344+817; and sections to be reconstructed: from km 323+000 to km 329+050, from km 333+800 to km 339+300, from km 339+300 to km 341+800, from km 344+817 to km 347+200.

The M-03 motor road passes through the following inhabited localities: Tsyganske village (km 318+260 - km 320+602) – major overhauls (existing direction); Abazivka village (km 323+973 - km 326+045) – reconstruction (existing direction); Suprunivka village (km 331+478 - km 333+246) – major overhauls (existing direction); Poltava city (km 336+873 - km 340+961) – construction of a detour (new direction); Kopyuly village (km 345+313 - km 346+590) – construction of a detour (new direction).

The citizens were informed that the Project Employer is the Service of Motor Roads in Poltava oblast of the State Service of Motor Roads of Ukraine “Ukravtodor”, the principal designer is the State-run Enterprise “Ukrainian State Institute for Road Facilities Design “Ukrdirpodor”, the EIA materials were developed by an independent company, the Commercial Industrial Enterprise “Ukrprominvest”.

All the engineering measures for the Project implementation should take into account citizens’ wishes (proposals), which allow for mitigating the activities’ negative environmental impact.

Main contamination sources and their impact on adjacent territories were highlighted, i.e. traffic contaminations (waste gases, noise, dust, etc.), changes in natural and economic systems (alienation of lands, landscape re-shaping, changes in the existing infrastructure, etc.); man-caused impacts (pollution of air, soils, water reservoirs and clearance of planted lands, etc.).

The EIA development will provide for analyzing, determining and applying all possible measures to make it impossible and prevent harmful factors arising from the planned activities.

All additional alienations of land plots for the motor road M-03 elements will be minimized and settled in accordance with the effective legislation of Ukraine.
The detailed planning of parking lots for building machinery and storage of construction supplies will be tackled and provisioned jointly with local self-government bodies, in acceptable places.

CITIZENS’ WISHES AND PROPOSALS:

The Project has been upheld unanimously. The following may be referred to citizens’ wishes and proposals:
- meetings of heads and land surveyors of village councils with owners of land plots falling under construction of the new motor road M-03 directions;
- attention should be drawn to motor road sections approaching residential areas, within villages, and vibration and noise protection measures should be ensured;
- clearance of planted lands should be minimized to the extent possible;
- public transport stops should be provided with restrooms.

The minutes were taken by the Deputy Head of the
Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

Oct. 26, 2011
10:00 am – 12:00 am
UKRAINE
LUBNY RAYON STATE ADMINISTRATION
OF POLTAVA OBLAST

(iii) MINUTES

of the public consultations on the Terms of Reference for the development of the Environmental Impact Assessment materials on the reconstruction of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 - km 347+200 within Lubny rayon of Poltava oblast

October 27, 2011 Lubny city no. 2

Chairpersons:

Martynevksa V.V. - First Deputy Head of the Lubny Rayon State Administration

Slusar V.P. - Deputy Head for Construction at the Service of Motor Roads in Poltava Oblast

Attendants:

Krutiy M.A. - Head of the Public Council at the Lubny Rayon State Administration

Sirichenko S.M. - Chief of the Section for Construction, Architecture, Housing and Municipal Economy of the Lubny Rayon State Administration

Ischenko V.V. - Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

Sylka V.M. - Head of Veterans’ Organization of Lubny rayon

Chudak M.D. - Deputy Head of Rayon Organization “Soyuz Chernobyl” at the Lubny Rayon State Administration

Yurchenko A.V. - Head of the City and Rayon Chernobyl Disabled Persons’ Association

Omarov G.M. - Chief of the branch of the Lubny Road Operation & Maintenance Section of the affiliated company “Poltavskyi Rayavtodor”

Zagrebelnyi O.M. - Deputy Head of the Lubny [Unit of the] State Committee for Land Resources
Pazenko L.V. - Chief of the Culture and Tourism Section of the Lubny Rayon State Administration

Nazarenko G.M. - Deputy Chief Physician of the Lubny rayon sanitary and epidemiological station

Yakymenko O.P. - Head of the Berezivska Village Council of Lubny rayon

Bilokur N.V. - Head of the Berezotochansk Village Council of Lubny rayon

Ostapenko N.V. - Head of the Biyevetska Village Council of Lubny rayon

Ostapko S.V. - Head of the Vyschebulatska Village Council of Lubny rayon

Kozlovska O.M. - Head of the Vovchytska Council of Lubny rayon

Serdiuk G.M. - Head of the Veoinykhivska Village Council of Lubny rayon

Dalada V.G. - Head of the Dukhivska Village Council of Lubny rayon

Zaliskyi V.S. - Head of the Zhdanivska Village Council of Lubny rayon

Bondarenko S.I. - Head of the Zasulksa Village Council of Lubny rayon

Romaniuta M.V. - Head of the Iskivetska Village Council of Lubny rayon

Gava V.O. - Head of the Kalaidyntsivska Village Council of Lubny rayon

Nochovnyi V.M. - Head of the Lytviakivska Village Council of Lubny rayon

Dziuba M.A. - Head of the Matskivska Village Council of Lubny rayon

Shevchenko M.I. - Head of the Mgarska Village Council of Lubny rayon

Korol M.Yu. - Head of the Mykhnivska Village Council of Lubny rayon

Kisenko L.M. - Head of the Novakivska Village Council of Lubny rayon

Pleskach S.M. - Head of the Novoorikhivska Village Council of Lubny rayon

Rozumiy O.I. - Head of the Orikhivska Village Council of Lubny rayon

Makogon V.B. - Head of the Okipska Village Council of Lubny rayon

Ostapko P.M. - Head of the Ostapivska Village Council of Lubny rayon

Omelianets V.I. - Head of the Snitynska Village Council of Lubny rayon

Galeta T.V. - Head of the Tarandynivska Village Council of Lubny rayon

Shaparenko V.I. - Head of the Tyshnivska Village Council of Lubny rayon
**AGENDA:**

**Holding the public consultations on the Terms of Reference (ToR) for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Lubny rayon of Poltava oblast**

**HEARD:**

- **Martynevska V.V.**, First Deputy Head of the Lubny Rayon State Administration;
- **Sliusar V.P.**, Deputy Head for Construction at the Service of Motor Roads in Poltava Oblast;
- **Ischenko V.V.**, Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast.

**ACTIVITY AREAS AND PROPOSALS CONSIDERED:**

In pursuance of the Transport Strategy of Ukraine approved with the Resolution of the Cabinet of Ministers of Ukraine no. 2174-r dated October 20, 2010, the State Service of Motor Roads of Ukraine “Ukravtodor” prepares a second investment project with the World Bank “Improvement of the International Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi Traffic Conditions on the Lubny-Poltava Section”.

The main objective of the planned Project is to reduce a number of traffic accidents and improve the traffic conditions, in particular traffic safety of the motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the Lubny-Poltava Section.

The purpose of the public consultations is to provide the public with clarifications on the planned works and taking into account the public opinion (proposals) on the Terms of Reference for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Lubny rayon of Poltava oblast.

The M-03 motor road section within Lubny rayon, from km 258+305 to km 291+586, was considered in more details. The road section passes through the village of Voynykha (km 210+191 - km 211+830).

The citizens were informed that the Project Employer is the Service of Motor Roads in Poltava oblast of the State Service of Motor Roads of Ukraine “Ukravtodor”, the principal designer is the State-run Enterprise “Ukrainian State Institute for Road Facilities Deign “Ukrdirpodor”, the EIA materials were developed by an independent company, the Commercial Industrial Enterprise “Ukrprominvest”.

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All the engineering measures for the Project implementation should take into account citizens’ wishes (proposals), which allow for mitigating the activities’ negative environmental impact.

Main contamination sources and their impact on adjacent territories were highlighted, i.e. traffic contaminations (waste gases, noise, dust, etc.), changes in natural and economic systems (alienation of lands, landscape re-shaping, changes in the existing infrastructure, etc.); man-caused impacts (pollution of air, soils, water reservoirs and clearance of planted lands, etc.).

The EIA development will provide for analyzing, determining and applying all possible measures to make it impossible and prevent harmful factors arising from the planned activities.

All additional alienations of land plots for the motor road M-03 elements will be minimized and settled in accordance with the effective legislation of Ukraine.

The detailed planning of parking lots for building machinery and storage of construction supplies will be tackled and provisioned jointly with local self-government bodies, in acceptable places.

**CITIZENS’ WISHES AND PROPOSALS:**

The Project has been upheld unanimously. The following may be referred to as citizens’ wishes and proposals:

- attention should be drawn to motor road sections approaching residential areas, within villages, and vibration and noise protection measures should be ensured;
- clearance of planted lands should be minimized to the extent possible;
- public transport stops should be provided with restrooms;
- pedestrian routes should be provided for across the M-03 motor road within the village of Voynykha (PC 35+50, PC 39+07 - a ground-level pedestrian crossing, PC 44+25 - a pedestrian overpass);
- a passage for livestock, animal-drawn transport and pedestrians should be arranged under the bridge near the Voynykha river;
- public transport stops and rest areas (weight control areas) should be provided with restrooms.

The minutes were taken by the Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

V.V. Ischenko

October 27, 2011
3:00 pm - 4:00 pm
UKRAINE
KHOROL RAYON STATE ADMINISTRATION
OF POLTAVA OBLAST

(iv) M I N U T E S
of the public consultations on the Terms of Reference for the development of the
Environmental Impact Assessment materials on the reconstruction of the principal
motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000
– km 347+200 within Khorol rayon of Poltava oblast

October 25, 2011 Khorol village no. 3

Chair by:

Plotskyi V.O. - First Deputy Head of the Khorol Rayon State Administration
Nechyporenko V.P. - Deputy Head of the Service of Motor Roads in Poltava oblast

Attendents:

Gerasymenko V.G. - Head of the Section for City Planning, Architecture and Housing and Municipal Economy of the Khorol Rayon State Administration
Kozub R.S. - Chief Specialist at the Section for City Planning, Architecture and Housing and Municipal Economy of the Khorol Rayon State Administration
Ischenko V.V. - Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast
Yanchuk V.O. - Applications Officer at the Legal Department of the Khorol Rayon State Administration
Sapa V.V. - Head of the Education Section of the Khorol Rayon State Administration
Mudra S.A. - Chief Specialist at the Administration Organizational Affairs and HR Section of the Staff of the Khorol Rayon State Administration
Kozlova G.V. - Deputy Editor-in-Chief of the Khorol rayon newspaper
Oliynyk A.M. - Director of the Khorol rayon newspaper “Visti Khroloschiny”
Svyrydenko I.V. - Khorol city mayor
Lozenko O.A. - Head of the Staroavramivska Village Council of the Khorol rayon
Riabukhin A.I. - Head of the Shtompelivska Village Council of the Khorol rayon
Levchenko A.A. - Head of the Pivdenno-Bagachanska Village Council of the Khorol rayon
Metlushenko - Private entrepreneur
Voloshenko S.M. - Private entrepreneur (a concession stand owner)
Shobotenko S.A. - Private entrepreneur (a concession stand owner)
Lukash O.M. - Private entrepreneur (a concession stand owner)
Burnis R.M. - Private entrepreneur (a concession stand owner)
Toropov O.M. - Private entrepreneur (a concession stand owner)
Ridkoborod N.V. - Private entrepreneur (a concession stand owner)
Chaykovska A.A. - Private entrepreneur (a concession stand owner)
Zverko S.S. - Private entrepreneur (a concession stand owner)

AGENDA:

Holding the public consultations on the Terms of Reference (ToR) for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 - km 347+200 within Khorol rayon of Poltava oblast.

HEARD:

Plotskyi V.O., First Deputy Head of the Khorol Rayon State Administration;
Nechyporenko V.P., Deputy Head of the Service of Motor Roads in Poltava oblast;
Ischenko V.V., Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

ACTIVITY AREAS AND PROPOSALS CONSIDERED:

In pursuance of the Transport Strategy of Ukraine approved with the Resolution of the Cabinet of Ministers of Ukraine no. 2174-r dated October 20, 2010, the State Service of Motor Roads of Ukraine “Ukravtodor” prepares a second investment project with the World Bank “Improvement of the International Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi Traffic Conditions on the Lubny-Poltava Section”.

The main objective of the planned Project is to reduce a number of traffic accidents and improve the traffic conditions, in particular traffic safety of the motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the Lubny-Poltava Section.

The purpose of the public consultations is to provide the public with clarifications on the planned works and taking into account the public opinion (proposals) on the Terms of Reference for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-
Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Khorol rayon of Poltava oblast.

The M-03 motor road section within Khorol rayon, from km 218+985 to km 258+305, was considered in more details. The M-03 motor road passes through the following inhabited areas: the Pokrovskaya Bogachka village (km 223+154 - km 225+472) - construction of a new detour (new direction), the Nastasivka village (km 225+774 – km 227+886); the Kovtyny village (km 228+191 - km 229+812) - construction of a flattening (new direction), the Lobkova Balka village (km 230+497 – km 234+663); the Khorol city (km 237+855 - km 239+189).

The Shyroke village (km 265+828 - km 266+813); the Sydorivschyna village (km 272+938 - km 274+094); the Krasnogo Rivka village (km 275+608 - km 276+726) - construction of a new detour (new direction), Bilotserkivka village (km 278+669 – km 281+086); the Konoplianka village (km 284+642 - km 288+872).

The citizens were informed that the Project Employer is the Service of Motor Roads in Poltava oblast of the State Service of Motor Roads of Ukraine “Ukravtodor”, the principal designer is the State-run Enterprise “Ukrainian State Institute for Road Facilities Deign “Ukrdirpodor”, the EIA materials were developed by an independent company, the Commercial Industrial Enterprise “Ukrprominvest”.

All the engineering measures for the Project implementation should take into account citizens’ wishes (proposals), which allow for mitigating the activities’ negative environmental impact.

Main contamination sources and their impact on adjacent territories were highlighted, i.e. traffic contaminations (waste gases, noise, dust, etc.), changes in natural and economic systems (alienation of lands, landscape re-shaping, changes in the existing infrastructure, etc.); man-caused impacts (pollution of air, soils, water reservoirs and clearance of planted lands, etc.).

The EIA development will provide for analyzing, determining and applying all possible measures to make it impossible and prevent harmful factors arising from the planned activities.

All additional alienations of land plots for the motor road M-03 elements will be minimized and settled in accordance with the effective legislation of Ukraine.

The detailed planning of parking lots for building machinery and storage of construction supplies will be tackled and provisioned jointly with local self-government bodies, in acceptable places.

CITIZENS’ WISHES AND PROPOSALS:

The Project has been upheld unanimously. The following may be referred to as citizens’ wishes and proposals:

- Concession stands should be temporarily located near the would-be market-place, next to the Khorol bus station (km 238 238+500) within the boundaries of the M-03 motor road owned by the Service of Motor Roads in Poltava oblast;
- Attention should be drawn to motor road sections approaching residential areas in villages with vibration and noise protection measures ensured;
- Clearance of planted lands should be minimized to the extent possible;

The minutes were taken by the Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

V.V. Ischenko
Oct. 25, 2011, 2:00 pm - 3:00 pm.
UKRAINE
VELYKA BAGACHKA RAYON STATE ADMINISTRATION
OF POLTAVA OBLAST

(v) MINUTES
of the public consultations on the Terms of Reference for the development of the
Environmental Impact Assessment materials on the reconstruction of the principal
motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000
– km 347+200 within Velyka Bagachka rayon of Poltava oblast
October 17, 2011 Bilotserkivka village no. 3
Chairpersons:
Korduban V.V. - Head of the Velyka Bagachka Rayon State Administration
Nechyporenko V.P. - Deputy Head of the Service of Motor Roads in Poltava oblast
Attendants:
Khaladai M.K. - Deputy Head of the Velyka Bagachka Rayon State Administration
Duganov Yu.O. - Head of the Section for Regional Development, City Planning and
Architecture of the Velyka Bagachka Rayon State Administration
Shepel M.I. - Head of the Section of the State Committee for Land Resources in
Velyka Bagachka Rayon
Ischenko V.V. - Deputy Head of the Investment and Cost-Estimate Section of the
Service of Motor Roads in Poltava oblast
Malenko V.P. - Velyka Bagachka Rayon Deputy Chief Sanitary Officer
Pylipenko S.G. - Head of the Biloteskerkivka Village Council of Velyka Bagachka
Rayon
Gordusenko L.V. - Head of the Bagachanska Persha Village Council of Velyka Bagachka
Rayon
Baliuk I.A. - Head of the Radyvonivska Village Council of Velyka Bagachka Rayon
Korniyenko V.D. - Head of the Korniyenkovska Village Council of Velyka Bagachka
Rayon
Berkalo V.M. - Head of the Stepanivska Village Council of Velyka Bagachka Rayon
Dobroskok N.I. - Head of the Podilska Village Council of Velyka Bagachka Rayon
Citizens of the Biloteskerkivska Village Council of Velykobagachanskyi Rayon (47 people)
4. Lyhodid A.G. 20. Lytovchenko V.V. 36. Ilchenko V.G.
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AGENDA:

Holding the public consultations on the Terms of Reference (ToR) for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Velyka Bagachka rayon of Poltava oblast

HEARD:

Korduban V.V., Head of the Velyka Bagachka Rayon State Administration
Nechyporenko V.P., Deputy Head of the Service of Motor Roads in Poltava oblast;
Ischenko V.V., Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

ACTIVITY AREAS AND PROPOSALS CONSIDERED:

In pursuance of the Transport Strategy of Ukraine approved with the Resolution of the Cabinet of Ministers of Ukraine no. 2174-r dated October 20, 2010, the State Service of Motor Roads of Ukraine “Ukravtodor” prepares a second investment project with the World Bank “Improvement of the International Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi Traffic Conditions on the Lubny-Poltava Section”.

The main objective of the planned Project is to reduce a number of traffic accidents and improve the traffic conditions, in particular traffic safety of the motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the Lubny-Poltava Section.

The purpose of the public consultations is to provide the public with clarifications on the planned works and taking into account the public opinion (proposals) on the Terms of Reference for the development of the Environmental Impact Assessment (EIA) materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Velyka Bagachka rayon of Poltava oblast.

The M-03 motor road section within Velyka Bagachka rayon, from km 258+305 to km 291+586, was considered in more details. The road section passes through the following inhabited localities: Chapayevka village (km 260+113 - km 261+090), Shyroke village (km 265+828 - km 266+813); Sydorivschyna village (km 272+938 - 274+094);
Krasnogo-rivka village (km 275+608 - km 276+726) - construction of a new detour (new direction), Bilotserkivka village (km 278+669 - km 281+086); Konoplianka village (km 284+642 - km 288+872).

The citizens were informed that the Project Employer is the Service of Motor Roads in Poltava oblast of the State Service of Motor Roads of Ukraine “Ukravtodor”, the principal designer is the State-run Enterprise “Ukrainian State Institute for Road Facilities Deign “Ukrdirpodor”, the EIA materials were developed by an independent company, the Commercial Industrial Enterprise “Ukrprominvest”.

All the engineering measures for the Project implementation should take into account citizens’ wishes (proposals), which allow for mitigating the activities’ negative environmental impact.

Main contamination sources and their impact on adjacent territories were highlighted, i.e. traffic contaminations (waste gases, noise, dust, etc.), changes in natural and economic systems (alienation of lands, landscape re-shaping, changes in the existing infrastructure, etc.); man-caused impacts (pollution of air, soils, water reservoirs and clearance of planted lands, etc.).

The EIA development will provide for analyzing, determining and applying all possible measures to make it impossible and prevent harmful factors arising from the planned activities.

All additional alienations of land plots for the motor road M-03 elements will be minimized and settled in accordance with the effective legislation of Ukraine.

The detailed planning of parking lots for building machinery and storage of construction supplies will be tackled and provisioned jointly with local self-government bodies, in acceptable places.

**CITIZENS’ WISHES AND PROPOSALS:**

The Project has been upheld unanimously. The following may be referred to as citizens’ wishes and proposals:

- attention should be drawn to motor road sections approaching residential areas, within villages, with vibration and noise protection measures ensured;
- clearance of planted lands should be minimized to the extent possible;
- public transport stops should be provided with restrooms.

The minutes were taken by the Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

V.V. Ischenko

Nov. 17, 2011
2:00 pm – 4:00 pm
MINUTES of the public consultations on the Environmental Impact Assessment (EIA) Project materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 within Lubny, Khorol, Velyka Bagachka, Reshetylivka and Poltava rayons of Poltava oblast

November 14, 2011

Chairperson: Nechyporenko V.P. - Deputy Head of the Service of Motor Roads in Poltava Oblast

Invitees:
1. Poltava Rayon State Administration of Poltava oblast
2. Reshetylivka Rayon State Administration of Poltava oblast
3. Velyka Bagachka Rayon State Administration of Poltava oblast
4. Khorol Rayon State Administration of Poltava oblast
5. Lubny Rayon State Administration of Poltava oblast
6. City Planning and Architecture Department of the Poltava Oblast State Administration
7. City Planning and Architecture Section in Poltava rayon
8. Poltava Oblast Archeology and Memorial Site Research Center
9. Poltava Oblast Section of the Water Economy Department “POLTOVAVODGOSP” in Poltava oblast
10. Poltava Rayon Section of the State Committee for Land Resources
11. Poltava oblast Main Department of the State Committee for Land Resources
12. Poltava Oblast State Department for Environment and Natural Resources
13. Poltava Oblast Sanitary and Epidemiological Station
14. Poltava Rayon Sanitary and Epidemiological Station
15. Ukrainian State Institute for Road Sector Facilities Design “Ukrdiprodor”, the city of Kyiv
16. Poltava Regional Branch of SE “State Land Cadastre Center”
17. Comprehensive Designs Section of “Ukrpromindustriya”, the city of Kyiv
* All those wishing to participate, in line with the informational announcement published in the newspaper “Zoria Poltavschny” no. 175 (21852) dated November 09, 2011.

**Attendants:**

**Ivanina O.V.** - First Deputy Head of the Poltava Rayon State Administration

**Shylo O.G.** - Deputy Head of the Poltava Oblast Main Department of the State Committee for Land Resources

**Suprunenko A.B.** - Deputy Head of the Poltava Oblast Archeology and Memorial Site Research Center

**Belinchio S.V.** - Deputy Head of the City Planning and Architecture Department of the Poltava Oblast State Administration

**Ponomarenko V.I.** - Head of the Poltava Rayon City Planning and Architecture Section

**Stepanchuk S.M.** - Head of the Poltava Oblast Section of the Water Economy Department “POLTOVAVODGOSP” in Poltava oblast

**Romaniuk M.V.** - Poltava Rayon Chief Sanitary Officer

**Andriyets V.A.** - Poltava Rayon Deputy Chief Sanitary Officer

**Kobeliatskyi A.V.** - Poltava Rayon Deputy Chief Sanitary Officer

**Ischenko V.V.** - Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

**Tyschenko Yu.Ye.** - Chief EIA Developer at the Comprehensive Design Section of “Ukrpromindustriya” (the city of Kyiv), a candidate of geological and mineralogical sciences

**Gudyma O.I.** - Chief Specialist at the Environment Section of SE “Ukrdiprodor”, the city of Kyiv

**Fedorets’ V.M.** - Design Chief Engineer at SE “Ukrdiprodor”, the city of Kyiv

**Savytskyi S.I.** - Design Chief Engineer at SE “Ukrdiprodor”, the city of Kyiv

**Balanchuk S.M.** - Design Chief Engineer at SE “Ukrdiprodor”, the city of Kyiv

**Kravchenko V.O.** - Design Chief Engineer at SE “Ukrdiprodor”, the city of Kyiv

**Simakova A.V.** - Chief Specialist at the Poltava Regional Branch of SE “State Land Cadastre Center”

**Yakymenko O.V.** - Head of the Velyka Bagachka Branch of SE “State Land Cadastre Center”

**Druz’ O.V.** - Chief Specialist at the Velyka Bagachka Branch of SE “State
AGENDA:

Holding the public consultations on the Environmental Impact Assessment (EIA) Project materials on the reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 - km 347+200 within Lubny, Khorol, Velyka Bagachka, Reshetylivka and Poltava rayons of Poltava oblast.

HEARD:

Nechyporenko V.P., Deputy Head of the Service of Motor Roads in Poltava oblast;

Savytskyi S.I., Design Chief Engineer at SE “Ukrdiproductor”, the city of Kyiv, on the design solution for the motor road M-03 on the section from km 210+000 to km 245+050;

Fedorets’ V.M., Design Chief Engineer at SE “Ukrdiproductor”, the city of Kyiv, on the design solution for the motor road M-03 on the section from km 245+050 to km 58+000, from km 329+050 to km 336+873, from km 340+961 to km 344+817, from km 333+800 to km 341+800, from km 344+817 to km 347+200;

Balanchuk S.M., Design Chief Engineer at SE “Ukrdiproductor”, the city of Kyiv, on the design solution for the motor road M-03 on the section from km 258+000 to km 300+550;

Kravchenko V.O., Design Chief Engineer at SE “Ukrdiproductor”, the city of Kyiv, on the design solution for the motor road M-03 on the section from km 300+550 to km 329+050;

Tyschenko Yu.Ye., Design Chief Engineer at SE “Ukrdiproductor”, the city of Kyiv, on the design solution for the motor road M-03 on the section from km 210+000 to km 347+200.

CONSIDERATION OF THE EIA MATERIALS

The reconstruction and major overhauls of the principal motor road M-03 Kyiv-Kharkiv-Dovzhanskyi on the section Lubny-Poltava km 210+000 – km 347+200 is performed in pursuance of the State Program for General-Use Motor Roads Development for 2007-2011 (Resolution of the Cabinet of Ministers of Ukraine no. 710 dated August 03, 2005).

Pursuant to the Transport Strategy of Ukraine, approved with the Resolution of the Cabinet of Ministers of Ukraine no. 2174-r dated October 20, 2010, the State
Service of Motor Roads of Ukraine prepares a second investment project with the World Bank “Improvement of the International Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi Traffic Conditions on the Lubny-Poltava Section”.

The Project Employer is the Service of Motor Roads in Poltava oblast of the State Service of Motor Roads of Ukraine “Ukravtodor”; the principal design developer is the State-run Enterprise “Ukrainian State Institute for Road Facilities Design “Ukrdirpodor”; the EIA materials were developed by an independent company, the Commercial Industrial Enterprise “Ukrprominvest”.

The Lubny-Poltava section of the said motor road M-03 is subject to reconstruction and major overhauls and passes through Lubny, Khorol, Veluka Bagachka, Reshetylivka and Poltava rayons of Poltava oblast.

The need in construction works is reasoned by the currently unsatisfactory serviceability status of the traffic-bearing surface and man-made facilities, which has an adverse impact on road safety and doesn’t allow for due traffic conditions. Thus, in line with the State Construction Norms of Ukraine DBN V.2.3-4:2007, the motor road should have parameters of the category I-b.

The presented solutions for the motor road M-03 on the Lubny-Poltava section, for every stage (start-up facility) of the planned works, highlight the advisability of capital investments aimed at reducing a number of road accidents, improving the traffic conditions and increasing road safety.

The list of works covers: expansion (construction) of the traffic way up to 4 lanes; road surface dressing replacement; construction of new detours around inhabited localities (the villages of Pokrovskaya Bagachka, Krasnogorivka, Kopyly and the city of Poltava), alignment sections (the villages of Voinykha and Kvtuny); reconstruction and construction of new transport interchanges, bridges, crossovers, overpasses, pedestrian overpasses (underpasses), livestock alleyways, etc. This will increase the traffic capacity of the motor road and ensure citizens’ safety and sanitary well-being.

As per with the State Construction Norms of Ukraine DBN V.2.3-4-2003 and the Institutional Construction Norms of Ukraine VBN 2.3-218-007-98, the planned activities on the existing object directions are not activities of heightened environmental danger and constitute no cross-border impact source belonging to the environmental grade III; the new directions are characterized by heightened environmental danger, belong to the environmental grade I and constitute no cross-border impact source.

The purpose of the public consultations is to familiarize the public with the EIA materials containing the analysis of the planned activities’ impact on all the environmental components, i.e. the natural environment (geologic, air, water, soils, flora and fauna) and the social and man-caused environment. Also, a comprehensive environmental safety assessment was performed with the levels of expected risks for the population computed. It was ascertained that the environmental impact would occur in course of construction works and operation of the road sections. The forecasted environmental impact analysis depicts that the negative impact will relate to rain wash and snow runoff, road traffic noise and contamination of air and soils, yet it won’t surpass the permissible normative standards.

In order to mitigate the negative environmental impact, respective protective measures will be provided for in course of construction.
The comprehensive impacts on all the environmental components are assessed as permissible. The perspective levels don’t surpass the normative ceiling benchmarks.

The impact on the social and man-made environment is assessed as positive.

RESOLVED:

The EIA Project materials for the planned activity “Reconstruction and Major Overhauls of the Principal Motor Road M-03 Kyiv-Kharkiv-Dovzhanskyi on the Section Lubny-Poltava km 210+000 – km 347+200” have been considered and upheld.

The minutes were taken by the Deputy Head of the Investment and Cost-Estimate Section of the Service of Motor Roads in Poltava oblast

V.V. Ischenko

Nov. 14, 2011
2:00 pm – 3:00 pm
Public Consulting Meeting to form an Addendum to the Environmental Management Framework and Environmental Monitoring Plan and the Land Acquisition and Resettlement Policy Framework under the Roads and Safety Improvement Project to rehabilitate M-03 Kyiv- Kharkiv- Dovzhansky National Highway in its 210+000 km to 347+200 km Lubny- Poltava Highway section that goes through the Lubny, Khorol, Velikobagachany, Reshetyliv and Poltava Regions of the Poltava Province

MINUTES
Poltava city
Reg. #6, December 23, 2011

Chairman of the Meeting:
V.P. Nechiporenko, Deputy Head, State Highway Service Poltava Province Office

Participating governmental agencies:
1. Poltava Province Government Administration
2. Poltava Region Government Administration of the Poltava Province
3. Reshetyliv Region Government Administration of the Poltava Province
4. Velikobagachany Region Government Administration of the Poltava Province
5. Khorol Region Government Administration of the Poltava Province
6. Lubny Region Government Administration of the Poltava Province
7. Bila-Tserkva Rural Government Office under the Velikobagachany Region Government Administration of the Poltava Province
8. Bagachany First Rural Government Office under the Velikobagachany Region Government Administration of the Poltava Province
* And other parties willing and invited to participate by the Announcement of the Public Consultation publicized on the official web-site of the Poltava Province Government Administration on November 24, 2011.

Officials present at the Meeting:
I.P. Cherednichenko, Deputy Head, Industry and Infrastructure Development Head Office of the Poltava Province Government Administration
O.V. Ivanina, First Deputy Governor, Poltava Province Government Administration
V.V. Kolesnichenko, Head, Reshetyliv Region Government Administration
M.K. Khalday, Deputy Head, Velikobagachany Region Government Administration
V.O. Plotsky, First Deputy Head, Khorol Region Government Administration
V.V. Martynevska, First Deputy Head, Lubny Region Government Administration
S.M. Pylypenko, Rural Government Head, Bila-Tserkva Rural Government Office [under the Velikobagachany Region Government Administration]
L.V. Gordusenko, Rural Government Head, Bagachany First Rural Government Office [under the Velikobagachany Region Government Administration]
Individual public activists present at the meeting [first name, patronymic, last name]:

1. Katerina Mykolaivna Zhmak, resident of Shyroke village in the Velikobagachany Region
2. Grigory Mykolayevich Zhmak, resident of Shyroke village in the Velikobagachany Region
3. Tetiana Artemivna Tur, resident of Bilotserkovka village in the Velikobagachany Region
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12. Mykhailo Ivanovich Shepel, resident of Velika Bagachka town
13. Yury Olexandrovich Duganov, resident of Velika Bagachka town
14. Mykola Mykolyayovich Kalchenko, resident of Poltava city
15. Mykola Mykolyayovich Trygolov, resident of Poltava city
16. Volodymyr Ivanovich Ponomarenko, resident of Poltava city
17. Valery Grigorovych Petrenko, resident of Poltava city
AGENDA OF THE MEETING:

Public Consulting to form an Addendum to the Environmental Management Framework and Environmental Monitoring Plan and the Land Acquisition and Resettlement Policy Framework under the Roads and Safety Improvement Project to rehabilitate M-03 Kyiv- Kharkiv- Dovzhansky National Highway in its 210+000 km to 347+200 km Lubny- Poltava Highway section that goes through the Lubny, Khorol, Velikobagachany, Reshetyliv and Poltava Regions of the Poltava Province

Reporters:
V.P. Nechiporenko, Deputy Head, State Highway Service Poltava Province Office
M.K. Khalday, Deputy Head, Velikobagachany Region Government Administration
L.V. Gordusenko, Rural Government Head, Bagachany First Rural Government Office [under the Velikobagachany Region Government Administration]
S.M. Pylypenko, Rural Government Head, Bila-Tserkva Rural Government Office [under the Velikobagachany Region Government Administration]
S.I. Savitsky, Chief Engineer, Project Implementation Unit, Kyiv-based UkrDiproDor [Highway Project Design] State Institute, report of the project design for the 210+000 km to 245+050 km section of M-03 Highway
V.M. Fedorets, Chief Engineer, Project Implementation Unit, Kyiv-based UkrDiproDor [Highway Project Design] State Institute, report of the project design for the 245+000 km to 258+000 km, 329+050 km to 336+873 km, 340+961 km to 344+817 km, 333+800 km to 341+800 km and 344+817 km to 347+200 km sections of M-03 Highway
S.M. Balanchuk, Project Implementation Unit member, Kyiv-based UkrDiproDor [Highway Project Design] State Institute, report of the project design for the 258+000 km to 300+550 km section of M-03 Highway
V.O. Kravchenko, Project Implementation Unit member, Kyiv-based UkrDiproDor [Highway Project Design] State Institute, report of the project design for the 300+550 km to 329+050 km section of M-03 Highway

Proceedings

1. Addendum to the Environmental Management Framework and Environmental Monitoring Plan

Acting pursuant to the Transport Development Strategy of Ukraine approved by the Cabinet of Ministers of Ukraine Regulation #2174-p of October 20, 2010, the State Highway Service of Ukraine (UkrAvtoDor) takes persistent efforts in cooperation with the World Bank to implement the Roads and Safety Improvement Project to rehabilitate M-03 Kyiv- Kharkiv- Dovzhansky National Highway in its Lubny- Poltava Highway section.

The above highway section has been long in need of improvement as the present technical condition of the road paving and auxiliary road structures and installations is recognized unsatisfactory and incompliant with the modern traffic service standards and road operation and safety standards.

In view of the above and based on State Construction Standard B.2.3- 4: 2007, M-03 National Highway shall be improved to qualify with Category I-b [of the Standard].

The above Road and Safety Improvement Project is designed to include the following two major components:
Component I intended to rehabilitate and modernize the existing two-lane road, expand it to provide four-lane traffic service, and build bypass road sections around a few settlements (namely 8.5 km long bypass road around the village of Pokrovskaya Bagachka, 12.5 km long bypass road around Poltava city and 2.0 km long bypass road around Kopyly village); and

Component II focused on the traffic safety improvement initiatives on M-03 National Highway and the relevant side roads.

The proposed project designs for M-03 National Highway in its Lubny- Poltava Highway section have factored in every potential negative environmental impact of the Project. In the project design stage, the project team has considered a wide variety of alternatives to improve the existing road sections and construct new ones, with due regard to the practical implementation opportunities of such alternatives and with a special attention to the local conditions and other important factors of influence. The proposed final project design alternative was selected with due consideration for every important factor to minimize as much as possible the potential negative impacts of the project activity on the local environment.

The first step to prepare the first Road and Safety Improvement Project in Ukraine was made by the UkrDiproDor Highway Project Design State Institute back in 2007 when it worked out a Feasibility Study and an Environmental Impact Assessment Report (hereinafter referred to as the EIAR-2007) that formed a foundation for all-inclusive assessments of risks and conditions for the initiatives to improve M-03 National Highway on the whole. Based on the above documents, the Environmental Management Framework and Environmental Monitoring Plan have been developed. Since the EIAR-2007 provides necessary detailed project design data and information for most of the target road sections (save for the bypass roads) proposed under the second project, UkrPromIndustria Institute in October and November of 2011 completed an Environmental Impact Assessment Report (hereinafter referred to as the EIAR-2011) for the road sections (including bypass roads among other things) that were left beyond the scope of EIAR-2007.

The EIAR-2011 gives an analysis of the expected impacts of the project activity on the local environment and gives a list of all-inclusive activities geared to prevent the potential negative environmental impacts in the road construction and operation processes as required by the relevant legal and regulatory documents and process regulations in effect in Ukraine. Based on the EIAR-2011 findings, a new version of the Addendum to the Environmental Management Framework and Environmental Monitoring Plan (hereinafter referred to as the Addendum) was worked out to cover the new road sections, with a special emphasis on the bypass road sections.

The Addendum gives necessary provisions for preparation of Environmental Management Plans for every specific road section under the Project. These Environmental Management Plans shall be worked out based on the available project design documentation and offer lists of environmental management actions and engineering solutions with nominations of the relevant staff members responsible for the actions and solutions, specific for every project site and supported by the relevant specific Environmental Monitoring Plans. The Environmental Management Plan for every project site shall be subject to public consultations and approvals by the Project Management Unit prior to commencement of the project activity in the relevant road section.
During the preliminary survey by the World Bank experts of the target road sections within M-03 National Highway, it was generally agreed that the environmental management activity shall be designed in the above format.

Every concern and proposal of public activists and local government officers offered for consideration during the Public Consultation Meeting has been duly analyzed and addressed. These proposals and opinions have mostly required explanations, with a special focus on the stages of the project implementation process.

II. Land Acquisition and Resettlement Policy Framework

An objective of this LARP Framework is to spell out the basic concepts of the resettlement policies, the project management principles and the project design criteria applicable to subprojects designed to advance the Project implementation process. The resultant resettlement plans under every subproject performed in compliance with the approved LARP Framework document will be submitted to the World Bank for approval as soon as all the specific background information necessary for the project activity planning process is available.

Every relevant activity will be thoroughly planned and implemented as agreed by the parties.

The Land Acquisition and Resettlement Policy Framework shall exclude any involuntary resettlement action and provide for the resettlement process being based on a voluntary agreement of the land holder to resettle to a better place of residence.

The PC Meeting decides hereby:

- To approve the Addendum to the Environmental Management Framework and Environmental Monitoring Plan and the Land Acquisition and Resettlement Policy Framework as agreed by the local government bodies, including the local regional and rural governments, and conditional on written agreements of the land holders for voluntary resettlements being filed with the State Highway Service Poltava Province Office.
- In view of the fact that the considered document gives a general vision without a detailed insight into every specific road section, to require detailed framework documents and other relevant documents being prepared and filed with the project design documentation in the Project Design stage of the process to spell out details of every road section design, followed by the document publication and public consultations.

The Minutes have been performed by

Signature

V.V. Ishenko, Deputy Head, Investment and Cost Estimate Department of the State Highway Service Poltava Province Office

December 23, 2011, 3 p.m. to 4 p.m
Minutes of Public Consultations Meeting #6 of December 23, 2011

List of individual public activists and mass media representatives present [first name, patronymic, last name]:

1. Katerina Mykolaivna Zhmak, resident of Shyroke village in the Velikobagachany Region
2. Grigory Mykolayevich Zhmak, resident of Shyroke village in the Velikobagachany Region
3. Tetiana Artemivna Tur, resident of Bilotserkovka village in the Velikobagachany Region
4. Olena Mykolaivna Gavrilenko, resident of Bilotserkovka village in the Velikobagachany Region
5. Tetiana Anatolievna Dubina, resident of Bilotserkovka village in the Velikobagachany Region
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11. Natalia Olexandrivna Dakhno, resident of Konoplianka village in the Velikobagachany Region
12. Mykhailo Ivanovich Shepel, resident of Velika Bagachka town
13. Yury Olexandrovich Duganov, resident of Velika Bagachka town
14. Mykola Mykolayovich Kalchenko, resident of Poltava city
15. Mykola Mykolayovich Trygolov, resident of Poltava city
16. Volodymyr Ivanovich Ponomarenko, resident of Poltava city
17. Valery Grigorovich Petrenko, resident of Poltava city
18. Lidia Ivanivna Lepeiko, resident of Poltava city

Mass media representative: V.K. Kikot, Deputy Chief Editor, “Zoria Poltavshyny” Newspaper

Signed by:

V.V. Ishenko, Deputy Head, Investment and Cost Estimate Department of the State Highway Service Poltava Province Office

December 23, 2011
New alignment/bypass of Krasnogorivka village km275+608-km276+726

- Bridge L= 205 m h= 5.5 m
- Cattle crossing h= 8 m

State Forestry land /compensation/ - 2.00 ha
Tree cutting (maple, ash tree) - 2258 pcs
Bridge - 1 pc
Cattle crossing - 1 pc
New alignment/
Kopilu village bypass
km344+817–km347+200
Forest belts - 0.3 ha
Overpass L=103 m h=8.4 m
Metal safety barrier
Culvert corrugated metal pipe d=1.58 m

Forest belts - 0.3 ha
Tree cutting (poplar, maple) - 608 pcs
Culvert corrugated metal pipe = 2 pcs,
Overpass - 1 pc