

Environmental and Social Data Sheet

Overview

Project Name:	KHARKIV METRO EXTENSION
Project Number:	2013-0199
Country:	Ukraine
Project Description:	Extension of the Kharkiv (Ukraine) Metro system including acquisition of rolling stock.
EIA required:	no
Project included in Carbon Footprint Exercise ¹ :	no

Environmental and Social Assessment

Environmental Assessment

The project consists of an extension of an existing metro line with 3.5 km and 2 metro stations, construction of a new metro depot and acquisition of new rolling stock. The project is part of a long term vision of the city to develop a comprehensive network of metro lines. This vision has not been subject to a Strategic Environmental Assessment due to lack of such requirement in the national legislation.

The project has to meet the EU approach to environmental and social issues, and has to be aligned with international best practice. If located in the EU, the project would fall under Annex II of EIA Directive 2011/92/EU, in which case the competent authority has to decide whether an EIA is required or not. According to Ukrainian environmental legislation, no EIA is required.

Nevertheless, to ensure that the project complies with international environmental standards, an Environmental and Social Impact Assessment (ESIA) has been completed in 2016. This ESIA included an Environmental Impact Study (EIS), a Non-Technical Summary (NTS), an Environmental and Social Action Plan (ESAP), a Resettlement Action Plan (RAP) and a Stakeholder Engagement Plan (SEP).

Most environmental risks identified by EIS are common for metro construction works (noise, dust, transport of soils) and adequate mitigation actions have been agreed upon. Special attention will be given to monitoring on the groundwater flow, to ensure that the project does not affect the technical characteristics of foundation soils. The level of noise on residential areas will remain below the normalized value.

The EIS concludes that the Project will not have a significant effect on protected conservation areas or other areas of natural significance because the metro is build underground, the soil

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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is not likely to be polluted, and there is no adverse effect on soil, flora and fauna and protected species. EIB finance is subject to receipt of a letter from the Competent Authority, in this case the Environmental Protection Department of Kharkiv City Council, confirming this conclusion.

Basic design documents have been developed by “KharkivMetroProekt” (for the depot and the metro line extension in 2008). The documents have passed the State Expertise (depot - on 21.03.2008, extension – on 23.12.2008) that concluded compliance with design, construction, environmental, sanitary, fire safety and energy efficiency norms and standards. Although the conclusions (No. 93 for depot, No/138-2008 for extension) enabled obtaining of the construction permit, this step was not taken. Therefore, in May 2016, the Promoter re-submitted the amended basic design documents for the depot to the State Expertise, while the basic design documents for the extension will be re-submitted in due time.

The Environmental Social Action Plan (ESAP) consists of a program of mitigation and performance measures and actions that address the identified environmental and social issues, so that all relevant stages of the project are implemented in compliance with not only applicable law and regulations of Ukraine but also international environmental standards adopted by the EBRD and EIB. The ESAP, once approved by the city of Kharkiv, will be an integral part of tender documents. Monitoring of the implementation of the ESAP is a responsibility of the City.

The main mitigating measures proposed are as follows: (i) to replace asbestos with alternative materials; (ii) to conduct second round of public consultations on the Project with an emphasis on land acquisition issues (extension route, construction camp site, depot site); (iii) noise reduction measures; and (iv) to conduct further survey on oil pollution and to develop and implement measures for prevention of metro drainage water oil contamination. Potential settlement of buildings situated above the tunnels will be monitored and adequate insurance cover put in place to compensate or address potential damage, if any.

The main positive environmental impacts of the project, resulting from reduced private vehicle use include: reduction in local polluting air emissions, road noise and vibration; road safety improvements; and a modest reduction in greenhouse gas emissions. The project is not subject to any particular climate change risk.

EIB finance is subject to full implementation of the ESAP by the Promoter and inclusion of relevant parts of the ESAP in contracts of the construction companies. To ensure adequate environmental monitoring, EIB finance is also subject to evidence that the PIU staff include experienced environmental specialists for the full duration of the construction works.

Social Assessment

The main adverse social impact is related to involuntary resettlement. The project is planned in a dense urban area that is partly occupied by residential and commercial facilities. In total 42 private households and 3 block houses (with 25 private and 2 municipal apartments) are affected to varying extents by the project. In total, 246 persons are registered in 69 affected objects. Several businesses will be directly affected by the construction and operations of the project.

All attempts have been made during the project preparation to minimize land acquisition, resettlement and adverse impacts on people in the project area through careful localised engineering design.

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A RAP has been prepared concurrently with detailed designs and EIB finance will be subject to implementation of the RAP prior to the handover of sites to the work contractors. The RAP has been disclosed on the website of the Promoter and EIB.

The project does not impact any cultural assets and is not likely to impact any archaeological sites.

Other potential social risks arising due to the project are: (i) poor application of relevant labour standards related to employee working conditions during construction and operation; and (ii) poor occupational and community health and safety during construction. These will be addressed primarily through the inclusion of contractual obligations for the suppliers and contractors, which will be enforced by the Promoter and the external work supervision consultant.

Public Consultation

The Promoter has performed several rounds of administrative consultation as well as several rounds of public consultation during the preparation of the various design and environmental reports in 2008. Statements of Environmental Consequences were published in a local newspaper in 2008 for the extension and 2016 for the depot. The Promoter will conduct a second round of public consultations on environmental and social impacts of the Project in accordance with ESAP and RAP.

Other Environmental and Social Aspects

The Promoter will be responsible for overseeing and ensuring implementation of the ESAP and RAP. The Promoter has sufficient qualified staff within the organisation many of whom have gained experience from implementation of previous metro extension project. An independent monitoring and evaluation consultant will be commissioned, who will periodically monitor and report on delivery of the ESAP and RAP as well as perform a mid and end of term evaluation of RAP implementation.

Conclusions and Recommendations

The EIB will condition its loan disbursements on: (i) implementation of ESAP and the RAP(s) as agreed with the Bank; and (ii) confirmation that the PIU includes environmental and social experts to implement the ESAP and RAP; (iii) a signed letter from the Environmental Protection Department of Kharkiv City Council, confirming that the Project will not have a significant effect on protected conservation areas or other areas of natural significance.

In addition, the Bank will seek commitments from the Promoter to report regularly on the status of RAP and ESAP implementation; and present mid and end of term evaluation of RAP(s) implementation.

Subject to the above mentioned environmental and social conditions being met, the project is acceptable for EIB financing in environmental and social terms.