

Stakeholder Engagement Plan

Reconstruction of the P-80 motor road
Sloboda-Papernya km 0.000 – km 14.770

December 2017

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ERM Eurasia Limited confirms that this Report has been prepared with all reasonable skill, care and diligence and in conformity with the professional standards as may be expected from a competent and qualified consultant acting as Environmental and Social Lender's Consultant having experience in providing services for projects with similar scope of work, complexity, issues and scales.

This Report has been prepared in accordance with the terms of the Contract concluded with the EBRD and the generally accepted environmental and social consulting practices and for intended purposes stated in the Contract. The conclusions and recommendations made in this Report are based upon information obtained directly by ERM Eurasia Limited, as well as information provided by third parties, which we believe to be accurate.

This Report has been prepared for the EBRD and we accept no responsibility for third parties whatsoever who may use all or portions of the information contained in this Report.

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LIST OF ACRONYMS

Acronym	Full name
ChUP	Private Unitary Enterprise
EBRD	European Bank for Reconstruction and Development
EHS	Environment, Health and Safety
EIA	Environmental Impact Assessment
ERM	Environmental Resources Management Ltd.
ESAP	Environmental and Social Action Plan
ESIA	Environmental and Social Impact Assessment
NTS	Nontechnical Summary
SEP	Stakeholder Engagement Plan
SIA	Social Impact Assessment

1.1

GENERAL

This Report has been produced in accordance with Contract No. C36543 of 21st June 2017 between the European Bank for Reconstruction and Development ('*the Bank*' or '*EBRD*') and Environmental Resources Management Ltd. ('*ERM*' or '*Consultant*').

EBRD is considering the possibility of providing funds to the Government of the Republic of Belarus to finance a project for the reconstruction of Motorway P-80 between Sloboda and Papernya, km 0.000 – km 14.770 ('*the Project*'). For the loan to be approved the Project must meet the requirements of the EBRD's Environmental and Social Policy¹.

The Project was commissioned by the Ministry of Transport and Communications of Belarus. The P80 section proposed for reconstruction is located in Minsk Region. The Operator of the Motorway is the Republic Unitary Enterprise 'Minskavtodor-Centre' ('*the Company*' or '*Minskavtodor-Centre*') under the Ministry of Transport.

The engineering documentation is being developed by the State Enterprise 'Belgiprodor'.

ERM, acting as an independent consultant, will review compliance of the Project with the EBRD requirements and national EHS and stakeholder engagement standards ('*Applicable Requirements*').

The said requirements include the need to provide for stakeholder engagement through all project stages that should be based on the principles of transparency and open dialogue. Requirements for stakeholder engagement are detailed in *Section 3* of this document.

This document is an updated version of the Stakeholder Engagement Plan ('*SEP*' or '*the Plan*') developed by ERM for the Project to meet the Applicable Requirements.

This SEP is a 'living' document that will be supplemented as the Project planning and implementation progresses, including changes that may result in new stakeholders becoming involved or changes in the existing stakeholders' attitude to the Project.

¹ Environmental and Social Policy. EBRD, May 2008:
<http://www.ebrd.com/pages/research/publications/policies/environmental.shtml>

The SEP objectives are to:

- build cooperation for constructive engagement with all stakeholders;
- document and review concerns, queries and proposals of the public;
- disclose the Project progress information for stakeholders;
- improve the mechanism for managing stakeholder requests and grievances;
- implement a mechanism for consideration of stakeholder views in the process of development of detailed documentation and subsequent construction and operation of the Project.

The Plan consists of the following sections dedicated to:

- *Section 2* provides a brief description of the Project;
- *Section 3* offers an overview of the national legislation and EBRD requirements for the public consultations and information disclosure;
- *Section 4* contains information on stakeholder identification and analysis;
- *Section 5* provides an overview of stakeholder engagement and information disclosure activities, including consultations with stakeholders;
- *Section 6* includes proposals for improvement of the grievance mechanism, including communication with stakeholders; and
- *Section 7* contains a summary of conclusions on the stakeholder engagement management.

2.1 PROJECT STAGES

The Project stakeholder engagement process will continue through all Project implementation stages, including:

- Preparation:
 - 2017: feasibility study,
 - 2018: development of design documentation (including architectural design, road building design, tender documents and land allocation), setting of funding conditions and schedule, tendering for the reconstruction works;
- Construction:
 - 2018 – 2019: expansion of the carriageway, construction of junctions and viaducts and reconstruction of the roadbed;
- Operation: commissioning is expected upon completion of the reconstruction approximately in 2019 - 2020;
- Decommissioning/Closure: no decommissioning deadline for the P80 Motorway was set at the time of preparation of this document.

Specific measures will be implemented at every Project stage aimed at providing continuous information to stakeholders and obtaining feedback from them.

Section 5.2 'Stakeholder Engagement History' describes measures already implemented during the feasibility study. The SEP for the current Project implementation stage (Preparation) is detailed in Section 5.3¹.

The preliminary SEP for the construction and operation stages is provided in Section 5.4. The SEP for the decommissioning stage will be developed at later Project implementation stages.

2.2 DESIGN DECISIONS

The description of the Design Decisions is provided as of December 2017 and is subject to clarification and modification as the Project progresses.

The Project provides for the reconstruction of the road section km 0.000 – km 14.770 of the P80 Motorway Sloboda – Papernya. The P80 Motorway is proposed to be reconstructed by expansion of the existing road. The reconstructed road section will be a Category I² motorway with four lanes.

The existing P80 section crosses Minsk and Smolevichi districts of Minsk Region. Minsk District is located in the central part of Minsk Region. The administrative seat is Minsk, administratively separated from the district. Smolevichi District is

² Technical Code of Common Practice TKP 45-3.03-19-2006 (02250). Motorways. Design Standards

located north-east of Minsk District, 35 km away from the city of Minsk. Its administrative seat is Smolevichi (Figure 2.2-1).

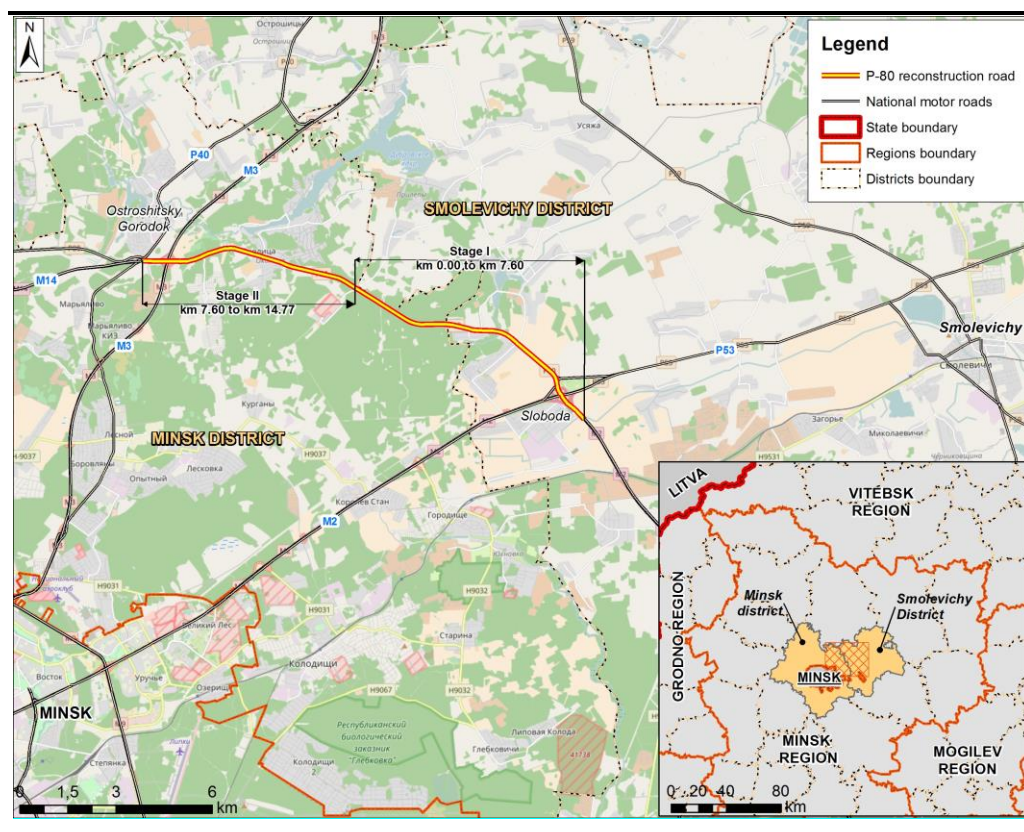


Figure 2.2-1 Administrative structure of the Project implementation area

The road passes several settlements (Figure 2.2-2):

- In Minsk District:
 - Ostroshitsky Gorodok (2,800 inhabitants)³,
 - Belye Luzhi (22 inhabitants),
 - Raubichi (483 inhabitants);
 - Okolitsa (588 inhabitants). This settlement is divided by the road into two parts; and
 - military town near a military installation (819 inhabitants).
- In Smolevichi District:
 - Baguta (53 inhabitants),
 - Sosnovaya (308 inhabitants),
 - Sloboda (2,882 inhabitants), and
 - Tavalga Dachas⁴.

³ The number of inhabitants is as of 1 January 2017 according to the 'Environmental Impact Assessment Report. P80 Motorway Sloboda – Papernya, km 0.000 - km 14.770' prepared by Belgiprodor, Minsk 2017.

⁴ Translator's note: 'Dacha' is an allotment with a cottage, normally located near a large city and used for leisure and growing garden crops

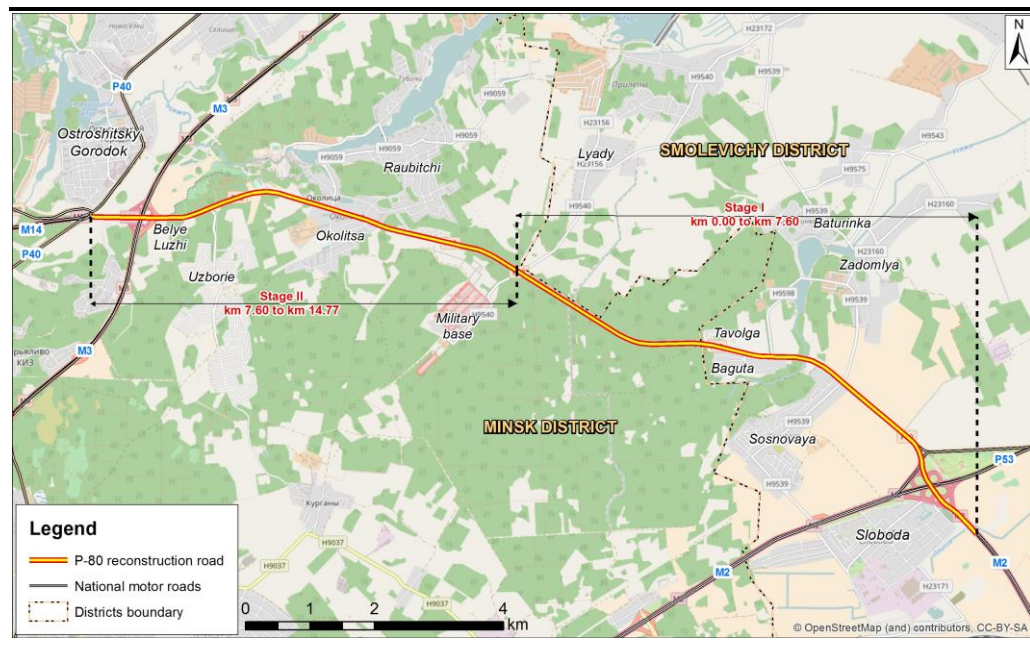


Figure 2.2-2 Settlements located near P80 motorway

Stakeholder engagement must be established in accordance with:

- Requirements of the national legislation;
- Principles and procedures defined by EBRD, including the Environmental and Social Policy and Performance Requirements.

3.1

REQUIREMENTS OF THE NATIONAL LAW RELATING TO PUBLIC CONSULTATIONS AND INFORMATION DISCLOSURE

According to the Law of Belarus and applicable regulatory and legal documents, the public must be informed of the Project and must have an opportunity to make comments on the disclosed information during development of the Project/public consultations.

The following regulatory documents related to the procedure of the environmental expert review, environmental and social impact assessment, and information disclosure are applicable to the Project:

1. The Law of the Republic of Belarus 'On the State Environmental Expert Review, Strategic Environmental Assessment and Environmental Impact Assessment' No. 399-3 of 18 July 2016 (adopted by the House of Representatives on 16 June 2016 and approved by the Council of the Republic on 30 June 2016 which comes into force six months upon publication and the Law of the Republic of Belarus 'On the State Environmental Expert Review' No. 54-3 of 9 November 2009 which remains effective until that time);
2. Resolution of the Council of Ministers of the Republic of Belarus 'On Approval of the Procedure of Public Consultations on Environmentally Significant Draft Decisions, Environmental Impact Assessment Reports, Registration of Environmentally Significant Decisions and Amendments to Several Resolutions of the Council of Ministers of the Republic of Belarus' No. 458 of 14 June 2016;
3. Resolution of the Ministry of Natural Resources and Environmental Protection of the Republic of Belarus 'On Approval and Implementation of the Technical Regulation' No. 1-T of 5 January 2012'.

Pursuant to the legislation of the Republic of Belarus, public consultations are part of the environmental impact assessment procedure and include:

- disclosure of information to stakeholders and provision of an opportunity to address comments and proposals to the company which initiated the activity, and/or to a local administration;
- the public consultation procedure which need not necessarily end up with a meeting to discuss the environmental impact assessment report. A

meeting is to take place only if a written statement demanding such meeting is received from stakeholders' representatives;

- in the event such statement is received, a meeting must be held no later than 25 calendar days after the EIA materials were disclosed to the public;
- the results of the meeting on discussion of the EIA report must be recorded in the meeting minutes within 5 working days after such meeting;
- the outcome of public consultations must be reflected in the public consultation report issued within 10 working days upon completion of public consultations;
- upon completion of the public consultation procedure, the EIA report is to be reviewed and updated to reflect stakeholders' comments and proposals.

Public consultation materials must be included in the EIA report, which is submitted for the state environmental expert review as part of the design documentation.

3.2 ***EBRD REQUIREMENTS***

The latest updates to the EBRD Environmental and Social Policy and Performance Requirements were approved by the EBRD Board of Directors on 7th May 2014 and apply to all projects initiated after 7th November 2014.

In accordance with the Environmental and Social Policy adopted by EBRD, the Project must meet the national and international requirements with regard to public consultations, including those specified in Performance Standard (PS) 10 of EBRD.

EBRD recognises the importance of stakeholder engagement as an essential element of good international practice and corporate citizenship. Such engagement is also a way of improving the environmental and social sustainability of projects. In particular, effective community engagement is essential for successful management of a project's environmental and social risks and impacts. Stakeholder engagement is central to achieving enhanced community benefits from a project.

PR10 contains the following provisions.

3.2.1 ***Engagement during project preparation***

Stakeholder identification and analysis. The first step in successful stakeholder engagement is for the Company to identify the various individuals and groups who (i) are affected or likely to be affected (directly or indirectly) by the Project (affected parties), or (ii) may have an interest in the Project (other interested parties).

Stakeholder Engagement Plan. The Company will develop a Stakeholder Engagement Plan that will outline how communication with identified stakeholders will be handled throughout project preparation and implementation, including the grievance procedure envisaged.

Disclosure and consultation on Category A Projects. Category A projects (including the subject Project) require the Company to carry out a comprehensive assessment of environmental and social impacts and consequences (ESIA). Disclosure and consultation requirements must be built into each stage of the ESIA process.

Information disclosure. Disclosure of relevant project information helps stakeholders better understand the risks, impacts and opportunities associated with the Project.

Meaningful consultation. If employees and/or affected communities will or may be exposed to significant risks or adverse impacts from the project, the Company will undertake a meaningful consultation in a manner that provides stakeholders with opportunities to express their views on project risks, impacts, and mitigation measures, and allows the Company (project proponent) to consider and respond to them.

3.2.2 *Engagement during project implementation and external reporting*

The Company will provide information to identified stakeholders, on an ongoing basis, appropriate to the nature of the Project and its adverse environmental and social impacts and issues, and the level of public interest throughout the life of the Project.

3.2.3 *Grievance mechanism*

The Company will need to be aware of and respond to stakeholders' concerns related to the Project in a timely manner. For this purpose, the Company will establish an effective grievance mechanism to receive and facilitate resolution of stakeholders concerns and grievances, in particular, about the Company's environmental and social performance.

In accordance with PR10 the Company will identify and document the various individuals and groups who (i) are affected or likely to be affected (directly or indirectly) by the Project (affected parties), or (ii) may have an interest in the Project (other interested parties).

This will enable the Company to have a realistic picture of those who have interest in and/or are concerned about the Project and, consequently, should be included in the engagement process.

Preliminarily identified stakeholder groups are presented in *Table 3.2-1* below. The complete list of stakeholders in each group is provided in *Appendix 1* to this Plan.

Table 3.2-1 Stakeholders

Stakeholder group	Stakeholders
Land users (organisations and individuals) who will be affected by permanent or temporary acquisition of land for the Project (reconstruction of the motorway)	<ul style="list-style-type: none"> • Individuals with the rights of use/ownership for land plots that could be leased/ acquired for the road construction. • Organisations with the rights of use/ownership for land plots that could be leased/ acquired for the road construction
Local communities near transport corridors	<ul style="list-style-type: none"> • People residing in immediate proximity to the subject P80 section (Ostroshitsky Gorodok, Okolitsa, Raubichi, Belye Luzhi, Sloboda, Sosnovaya, Baguta, Tavgolga Dachas). • People residing in houses located in the immediate proximity to the subject P80 section (<i>additional consultations with residents of houses located on 1st and 2nd lines from road required</i>) • Residents of settlements located in immediate proximity to roads that will be used during construction (for delivery of goods, etc.).
Users of land plots located within the area of proposed project activities	<ul style="list-style-type: none"> • Organisations with utility lines located within the construction area. Altogether 4 organisations. • Organisations and individuals conducting commercial and other activities in the area around the proposed project operations: 12 organisations.
Public authorities and regulators	<ul style="list-style-type: none"> • National executive authorities • National supervision authorities and regulators • Authorities of Minsk Region • Local authorities of Minsky and Smolevichi districts
Non-government organisations and independent experts	<ul style="list-style-type: none"> • Specialised environmental, social, and research organisations, non-government organisations • National and international experts, • NGO 'Minsk Cycling Society'
Organisations and personnel within the Project, including contractors/subcontractors	<ul style="list-style-type: none"> • Minskavtodor-Centre (the Company) • Belgiprodor • Project partners and consultants

Stakeholder group	Stakeholders
	<ul style="list-style-type: none"> • Suppliers and construction contractors • Shareholders and lenders
Mass media	<ul style="list-style-type: none"> • Printed mass media of regional, district, and municipal level • Television • Internet resources
Vulnerable community groups potentially affected by the Project	<ul style="list-style-type: none"> • Local residents who may be difficult to engage due to age, disability, education level, social or economic status, etc.

The stakeholder list will be verified and may be changed at each stage of the Project implementation.

Stakeholder and analysis are central to the development of Stakeholder Engagement Plan and selection of engagement mechanisms.

Key stakeholder groups consist of:

- land users affected by the Project;
- residents of settlements located in the vicinity of the Project operations; and
- local, regional, and national (i.e. of the Republic's level) authorities.

The initial classification of stakeholders was undertaken to identify appropriate engagement methods with the various stakeholder groups. The worst affected stakeholders and/or stakeholders that may have substantial influence on the Project implementation will be communicated with more closely to ensure that information is disclosed in a proper manner and to establish a feedback mechanism.

Within the framework of consultations in July-November 2017 it was revealed that there are representatives of vulnerable categories of population among the residents of the nearest settlements and, in particular, living in houses located on the first and second lines from the P-80 highway. These are people of older ages, whose vulnerability is determined by their low mobility and limited access to modern means of communication. For such stakeholders, it is necessary to provide for individual mechanisms of interaction that will ensure that their views and concerns are taken into account during the implementation of the Project, especially during construction phase. In more detail, activities aimed to identify and interact with these categories are described below in *Section 5.3*.

This Section describes stakeholder engagement process during each phase of Project implementation.

Section 5.2 reviews consultations with stakeholders, which were already performed as of December 2017.

Review of implemented and planned activities for the preparation phase are described in *Section 5.3*.

The preliminary Stakeholder Engagement Plan for the construction and operation stages is detailed in *Section 5.4*.

5.1 *Stakeholder Engagement Methods*

The Company will use all appropriate methods to disclose information about the Project, consult with stakeholders on potential benefits and risks of the Project and potential adverse impact mitigation measures.

5.1.1 *Resources, organization, and internal procedures of the Company*

In order to ensure stakeholder engagement and continuous updating of this plan, the Company appointed a responsible person - a Stakeholder Engagement Specialist:

Mr. Oleg Vodyanovich:

- Office address: 220073 Minsk, Kavalriyskaya street 37, office 109 ;
- Telephone / fax: (8017) 259 85 95;
- E-mail: minskavtodor-center@tut.by;

This specialist will be responsible for the review and assessment of complaints, inquiries, comments and concerns. He will also monitor responses from various Company's departments, arrange meetings and consultations with local communities and disclose information.

Comments, concerns and other inquiries must be addressed to the stakeholder engagement specialist:

- directly, using contact information described above or
- via an enquiry form published on the Company's web site (see details of the grievance mechanism in *Section 6*).

5.1.2 *Information disclosure and stakeholder consultations*

Information will be disclosed using such methods, which will be suitable for various groups of stakeholders at all Project implementation stages.

Project preparation stage (2017, Q3-Q4)

A number of documents on the potential Project's environmental and social impacts was disclosed at the Project preparation stage.

A *preliminary Environmental Impact Assessment (EIA)* was prepared by Belgiprodor at the pre-investment stage. The EIA Report is subject to disclosure in order to receive comments and concerns in line with the procedure stipulated by the legislation of the Republic of Belarus (see *Section 5.2.3*). Based on the results of public discussions and gap analysis, the EIA report is subject to finalization and disclosure in December 2017

ERM consultants prepared the following documents to ensure compliance of the Project with the EBRD requirements:

- *Social Impact Assessment Report (SIA Report);*
- *Nontechnical Summary (NTS);*
- *Environmental and Social Action Plan (ESAP); and*
- *Stakeholder Engagement Plan (SEP).*

In line with the EBRD requirements regarding information disclosure (PR 10), the above listed documents have been disclosed in August 2017. Documents were published on EBRD⁵ and Ministry of Transport and Communication⁶ web-sites.

Based on the results of public discussions of the updated design decisions, these documents were finalized and subject to disclosure in December 2017.

Pursuant to the EBRD requirements, ERM, as an independent consultant, participated in two rounds of public consultations (see *Section 5.2.4*)

Project preparation stage (2018, Q1-Q2)

It is also recommended to conduct additional consultations with local residents during preparation for the construction phase in Q1-Q 2018, regarding organization of construction works:

- Schedule of construction works,
- Traffic scheme during the construction period,
- Routes of movement of construction equipment,
- Measures to ensure the safety of construction sites, etc.

Such consultations are necessary to take into account the opinions and concerns of local residents and to minimize potential negative impacts during the construction period. Consultations should be conducted prior to approval of the Construction Management Project and actual start of construction work. More detailed plan of activities is presented in the table below (*Table 5.3-2*).

Within the framework of consultations in July-November 2017 it was revealed that there are representatives of vulnerable categories of population among the residents of the nearest settlements and, in particular, living in houses located on the first and second lines from the P-80 highway. These are people of older ages, whose vulnerability is determined by their low mobility and limited access to modern means of communication. For such stakeholders, it is necessary to provide for individual mechanisms of interaction that will ensure that their views and concerns are taken into account during the implementation of the Project, especially during construction phase. In more detail, activities aimed to identify and interact with these categories are described below in *Section 5.3*.

⁵ <http://www.ebrd.com/work-with-us/projects/esia/belarus-road-sector-reform-project.html>. Дата обращения: 6 декабря 2017 года

⁶ <http://www.mintrans.gov.by/ru/p-80/>. Дата обращения: 6 декабря 2017 года

Construction stage

Project related information will be disclosed to stakeholders during construction by way of:

1. Publication of information about the progress of construction works:
 - in local mass media;
 - on web sites of the Company and district executive committees;
2. installation of information stands/boards in settlements along the P80 Motorway with information about the progress of construction works and completion schedule, including:
 - Construction site layout;
 - Construction works execution schedule for the respective road section;
 - Name and contact information of the responsible site manager; and
 - Information about the grievance mechanism.
3. Monitoring of local residents concerns and ensuring that grievance mechanism availability through:
 - Placement of special grievance boxes for filing applications in nearest settlements (boxes can be placed near the Company information stands) or;
 - Placement of grievance books in nearest settlements (can be placed in rural executive committees, libraries, local shops with the approval of owners).

Operation stage

Information disclosure at the operation stage will consist in information of the public about the road repair schedule and respective traffic restrictions.

5.1.3 *Grievance mechanism*

The Company's existing grievance mechanism will be improved to include a feedback mechanism. Such grievance mechanism will be operational during the entire Project lifecycle.

Section 6 provides a detailed description of the grievance mechanism.

5.2 *STAKEHOLDER ENGAGEMENT HISTORY*

5.2.1 *Gathering of information*

During development of the feasibility study and environmental impact assessment, in accordance with the national legislation, representatives of the Company and Belgiprodor conducted consultations with local authorities and in March – May 2017 they sent official letters requesting information from the following authorities:

- Minsk District Natural Resources Inspection (Minsk District Executive Committee);
- Smolevichi District Natural Resources Inspection (Smolevichi District Executive Committee);
- Borovlyansky Spetsleskhoz, state specialized forestry;

- Byelorussian Society of Hunters and Fishermen (Minsk and Smolevichi divisions);
- Institute of History of the National Academy of Sciences of Belarus;
- Department of Geology of the Ministry of Natural Resources and Environmental Protection; and
- National Centre of Hydrometeorology, Radiological and Environmental Monitoring.

5.2.2 *Meetings with representatives of district executive committees (June 2017)*

Initial public consultations were conducted in June 2017 in the Minsk and Smolevichi District Executive Committees during the review of the Project's compliance with the applicable requirements and during preparation of the documentation package for the Project information disclosure. An EBRD representative outlined the Project implementation schedule during the meeting at the Minsk District Executive Committee. Representatives of the Company and Belgiprodor presented the main design decisions for the P80 reconstruction at the meetings in the Minsk and Smolevichi District Executive Committees. ERM experts collected information on the social and economic baseline as well as major concerns and expectations of the administrations' representatives.

A question about the passage of freight vehicles of ChUP Ozeritsky-Agro on the proposed road interchange near Sosnovaya was raised by committee representatives at the meeting in the Smolevichi District Executive Committee. Left-turn prohibition and the location of the interchange will incur additional expenditures for ChUP Ozeritsky-Agro as their freight vehicles will have to use a toll section of the M2 Motorway at the interchange near the Burial Mound of Glory Memorial.

Following the consultations, Minskavtodor-Centre jointly with Belgiprodor adopted a decision on considering alternative locations for the interchange. An alternative location was proposed with construction of local roads⁷ for agricultural machinery and vehicles

5.2.3 *Public consultation on the EIA Report in line with the national legislation (July – October 2017)*

An official⁸ procedure for public consultations on the EIA Report was held in July - October 2017 in Smolevichi and Minsk Districts (*Table 5.2-1*).

Table 5.2-1 *Public consultation on the EIA Report*

District	Disclosed information	Consultation start date	Consultation finish date
		Result	

⁷ Translator's note. Roads parallel to the Motorway to enable local traffic.

⁸ In line with the legislation of the Republic of Belarus

District	Disclosed information	Consultation start date	Consultation finish date
		Result	
Smolevichi District	Announcement of public consultations published on the web site of the Smolevichi District Executive Committee Preliminary EIA Report published on the web site of the Smolevichi District Executive Committee http://smolevichi.minsk-region.by/ru/aktualnaya-informatsiya/item/1591-uvdomlenie-o-provedenii-obshchestvennogo-obsuzhdeniya.html	July 15, 2017	August 15, 2017
		There were no requests for public discussions in the form of a meeting. Public consultation were declared as completed	
Minsk District	Announcement of public consultations http://www.maddor.by/news/n-d-m?id=457	July 15, 2017	August 15, 2017
	EIA Report published on the web site of the "Minsavtodor-Center"		
	Announcement of public consultations published on the web site of the Minsk District Executive Committee Hard copy of the Preliminary EIA Report in Ostroshitsky Gorodok http://mrik.gov.by/ru/obsuzhdenia/view/uvdomlenie-o-provedenii-obshchestvennogo-obsuzhdeniya-otchet-ob-otsenke-vozhdejstviya-na-okruzhajushchuju-9827/	July 29, 2017	August 28, 2017
		The discussion in the form of a meeting was held on August 23, 2017. There were comments and concerns in connection with project revisions at the junction in the village of Okolitsa. Due to appeal of the NGO 'Minsk Cycling Society' it was decided to hold second round of public discussions about the EIA. The comments were taken into account in the next version of the EIA	
	Announcement of <i>second</i> public consultations on the website of the Minsk District Executive Committee Hard copy of Preliminary EIA Report in Ostroshitsky Gorodok, electronic copy - on the website of the Minsk District Executive Committee	September 16, 2017	October 15, 2017
		Discussions in the form of a meeting were held on November 30, 2017. A new design of the interchange in Okolitsa village was presented, which satisfied most of the interested parties. Additional comments of stakeholders are recorded in the minutes of the meeting and will be taken into account when developing detailed design solutions	

Based on the results of public discussions, a summary of the feedback (questions, comments and proposals) on the EIA report was compiled. During the entire period of public discussions, citizens and organizations responses were recorded:

- written application by mail and fax (13 appeals in total),

- electronic appeals (4 appeals in total),
- by phone (no appeals),
- during the meeting on EIA report discussion held on August 23, 2017 (3 appeals in total).

A summary of the feedback on EIA report to the 'P80 Sloboda-Papernya motorway, km 0.000 - km 14.770' is presented in *Appendix 3*. The main concerns were related to the following issues:

- Construction on intersection in Okolitsa village;
- Development of an alternative option for the passage of the P80 motorway with the southern bypass of Okolitsa village;
- Installation of pedestrian and bicycle paths and underground pedestrian crossings;
- Impacts associated with vibration load, atmospheric pollution and noise;
- Resettlement of residents from houses adjacent to the P80 motorway;
- Violations of the public discussions procedure in the Minsk district;
- Preservation of forest vegetation along the P-80 highway.

Answers were given for each question, comment and / or proposal, information about the acceptance or justification for rejecting the comment and / or proposal were provided (see *Appendix 3* for details). The main changes in the design decisions based on the results of the discussions are as follows:

- The company considered an alternative option of the passage of the P80 motorway to the south from Okolitsa village. This option assumes that the road will pass through the lands of the landscape reserve 'Prilepsky', as well as near the children's health camp and the plots of the gardening partnership. In addition, the proposed option is several kilometres longer than the existing section, therefore, it is expected that transit traffic, choosing a shorter route, will continue to use the existing section of the route. As a result, the proposal to construct a southern bypass of the Okolitsa village was rejected.
- The company considered an alternative option of intersection project in Okolitsa village, which involved the movement of the roadway about 45 m to the south of the existing road in the central part of the village. The given decision will allow excluding transit traffic from the local streets, reducing the over mileage of motor transport, and distance the roadway from several residential houses.
- The company considered proposals for the construction of bicycle paths. Corresponding changes were added to the Project.

The results of the Project's changes were presented to residents during consultations on November 30, 2017 (see *Section 5.2.4* below).

Consultations on July 31, 2017

Stakeholder consultations on design decisions related to the P80 reconstruction were conducted on 31 July 2017.

The meetings were held:

- at 11.00 in the secondary school of Sloboda, Smolevichi District; and
- at 16.00 in the premises of the Rural Council of Bolshevik, Minsk District.

The Project presentation was made by representatives of Minskavtodor-Centre (Company), Belgiprodor (Design Organisation) and ERM (EBRD Consultant).

The meeting in Sloboda was attended by 32 people, including:

- residents of Sosnovaya and Okolitsa; and
- a representative of the Raubichi Olympic Training Centre.

The meeting in Bolshevik was attended by 15 people, including:

- residents of Okolitsa, Belye Luzhi and Ostroshitsky Gorodok.

Major design decisions related to the reconstruction of the P80 section Sloboda – Papernya at km 0.0 – km 14.7 were presented at the meetings.

The stakeholders were informed about the environmental and social impact assessment and the specifics of the assessment procedure pursuant to the national legislation and the EBRD requirements. A point of contact was communicated for dealing with public enquiries, concerns, comments and proposals.

Residents of the affected settlements actively participated in discussions of the design decisions. Concerns and proposals were partly formulated in writing and handed over to representatives of Minskavtodor-Centre. These public enquiries will be reviewed and the relevant answers will be communicated to the addresses specified in such enquiries.

Appendix 2 contains a list of stakeholder questions, concerns and proposals received at the meetings and the relevant answers of the Company and the Design Organisation representatives.

The following decisions were taken following the discussions:

- The Project presentation, including the road reconstruction layouts and major design decisions, were published on the corporate web site of Minskavtodor-Centre within five days after the public consultations;
- Due to public concerns, a revision of the design decisions related to the road interchange in Okolitsa was proposed at the technical meeting which was held in the Ministry of Transport and Communications on 3 August 2017. The junction layout was reconsidered and alternative design decisions was communicated to the village inhabitants August 23, 2017.

Consultations on November 30, 2017

An updated (third) version of the transportation interchange in the Okolitsa village of was presented to local residents during consultations on November 30, 2017. The meeting took place in the building of the Ostroshitsky-Gorodok Rural Executive Committee from 17:30 to 19:15. The meeting was attended by 34 people, including residents of adjacent settlements.

- New Okolitsa intersection project was presented during the meeting including following information:
- Configuration of the traffic intersection in different levels at the crossing of the P80 motorway and Ozernaya street, with a shift of the road axis to the left (to the south);
- Use of the existing motorway as a local road for the organization of traffic within the village of Okolitsa;
- Organizations of the road traffic at the interchange;
- Principles and scheme for installing of noise shields, taking into account the provision of insolation, as well as the acoustic calculations and standard permissible noise levels.

Based on the results of the discussion of the proposed intersection, residents were asked to vote. The proposed version was approved by a majority of votes: 14 people voted 'agree', 7 people voted 'disagree', the rest - abstained⁹.

The residents of Okolitsa village raised the following questions:

- Construction of covering with less noise level on the reconstructed section of the P80 highway.

Representatives of Minskavtodor-Centre proposed the installation of a concrete covering using the technology of 'washed concrete', which allows to reduce significantly the acoustic load on the adjacent territories in comparison with the traditional one.

- Construction of the transition in the eastern part of the village with the possibility of bypass of small-sized agricultural machinery and the passage of pedestrians.

The representatives of Minskavtodor-Centre agreed with the proposal and took it into account in the Project.

According to the results of the meeting, residents of the village of Okolitsa made a collective appeal on December 9, 2017 to the President of the Republic of Belarus with a request to hold a meeting and discuss concerns of residents regarding the passage of the road through the village of Okolitsa. The general position of the residents on that issue is that the implementation of the Project will lead to significant negative consequences, deterioration of the quality of life

⁹ In view of the fact that by the time of the voting some residents had left the meeting, the number of abstentions was less than 10 people

and health of local residents. The letter was signed by 33 people living in houses that are located in close proximity to the road.

5.3 *ACTION PLAN FOR THE PROJECT PREPARATION STAGE (Q3 2017 – Q2 2018)*

5.3.1 *Measures implemented during July – November 2017*

Preliminary version of the action plan for preparation phase of the Project was developed within the first edition of the SEP (version of August 2017).

At the time of the development of this version of the SEP (version of December 2017), major of the stakeholder engagement activities planned during the preparatory phase of the Project implementation (*Table 5.3-1*) was carried out.

Section 5.3.3 lists the documents to be disclosed at each round of public consultations.

Table 5.3-1 Stakeholder Engagement and Information Disclosure Plan for the Project Preparation Stage: activities implemented in July – November 2017

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting	Results
A. INTERNAL PROCEDURES OF THE MINSKAVTODOR-CENTRE (July 2017)								
A1	Finalise SEP and have it approved	Provide for stakeholder engagement	-	-	Q3 2017	ERM Minskavtodor-Centre	SEP version approved by the Minskavtodor-Centre	The first version of the SEP is placed in the public domain on the websites of the EBRD and the Ministry of Transport and Communication of the Republic of Belarus
A2	Post on the Minskavtodor-Centre's website open information about an opportunity to address all project-related queries to the person responsible for stakeholder engagement: <ul style="list-style-type: none"> Name Position Department Business phone number E-mail address, etc. 	Provide for stakeholder engagement	-	-	July 2017	Minskavtodor-Centre	Publication on the Minskavtodor-Centre's website	Information on contact details was posted on the websites of Minskavtodor-Centre, Minsk and Smolevichi District Executive Committees
A3	<ul style="list-style-type: none"> Improve communication of stakeholders' concerns (i.e. grievance mechanism – see <i>Section 6</i> for details) Establish a register to document grievances (a list of all concerns, proposals, claims, etc.), responsible persons and actions taken (see <i>Section 6</i> for details) 	Provide for feedback to/from stakeholders	Grievance mechanism (<i>Section 6</i>)	All stakeholder groups	Q3 2017	Minskavtodor-Centre	Publication on the Minskavtodor-Centre's website	Appeals received during the period of public discussions were registered by the Company, every response was provided with a reasoned response, if necessary, appropriate measures were taken.
B. PREPARATION STAGE (Q3 - Q4 2017)								
B1. Disclosure of the Project's impact assessment results								
B1.1	Disclosure of information about the Project:	Inform the public and local community about	Publication of electronic and printed (soft- and	All stakeholder groups	July 2017	Minskavtodor-Centre	Respective publications	The EIA report was freely available:

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/frequency	Responsible parties	Reporting	Results
	<ul style="list-style-type: none"> Environmental Impact Assessment (EIA prepared by Belgiprodor) Time schedule for public consultations 	major design details, personnel impacts of the Project and mitigation measures aimed at reduction of adverse effects.	hardcopy) versions of documents in respective media.			ERM		<ul style="list-style-type: none"> in electronic format on the websites of Minskavtdor-Centre, Minsk and Smolevichi District Executive Committees; in print format at the office of Minskavtdor-Centre, as well as in the Ostroshitsky-Gorodok Rural Executive Committee and Smolevichi District Executive Committee (during public discussions)
B1.2	Announcements about availability of disclosed materials and public consultations	Inform the public and local community about: <ul style="list-style-type: none"> availability of disclosed materials (listed under item B1.1) for review; means for submitting comments; and planned public consultations. 	<ul style="list-style-type: none"> Publications in mass media Publications on websites of the Minskavtdor-Centre and District Executive Committees Announcements on information boards 	All stakeholder groups	July 2017	Minskavtdor-Centre	Respective publications	Announcements on availability of materials and forthcoming consultations with stakeholders were posted: <ul style="list-style-type: none"> in electronic format on the websites of Minskavtdor-Centre, Minsk and Smolevichi District Executive Committees; in printed format in local newspapers, at informational stands in settlements, as well as addressed directly to the residents of the nearest to the motorway houses
B2. Public consultations (Round I)								
B2.1	Round I of public consultations in Bolshevik for residents of Ostroshitsky Gorodok, Belye Luzhi, Okolitsa and Raubichi	Inform the residents of <i>Ostroshitsky Gorodok, Belye Luzhi, Okolitsa and Raubichi</i> about planned activities and Project solutions and receive respective comments	Public consultations were held at the rural council in Bolshevik	Land users, local residents/ community, local and regional authorities	July 31 at 4:00 pm	Minskavtdor-Centre ERM Belgiprodor Minsky District Executive Committee	Minutes of Round I of public consultations	The first round of consultations with the public took place on July 31, 2017 (see more in Section 5.2.4)
B2.2	Round I of public consultations in Sloboda for residents of Sloboda, Sosnovaya, Baguta, and Tavalga	Inform the residents of <i>Sloboda, Sosnovaya, Baguta, and Tavalga</i> about planned	Public consultations were held at the secondary school in Sloboda	Land users, local residents/ community, local and	July 31 at 11:00 a.m	Minskavtdor-Centre ERM		

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting	Results
	Tavolga Dachas	activities and Project solutions and receive respective comments		regional authorities		Belgiprodor Smolevichi District Executive Committee		
B2.3	Public hearing of the OVOS report accordingly to the national legislation	Inform the public about potential environmental impacts and receive respective comments	Disclosure of the OVOS report on websites of Minskavtdor-Centre and district executive committees If application from stakeholders to conduct meeting as a part of public hearings will be sent to district executive committees, such meeting(s) will be held.	Land users, local residents/ community	Since July 15 till August 15 in Smolevichi district	Minskavtdor-Centre ERM Smolevichi District Executive Committee	Minutes of public hearings of OVOS report in Smolevichi district	There were no requests for public discussions in the form of a meeting. Minutes of public discussions were posted freely on the website of the Smolevichi District Executive Committee
					Since July 29 till August 28 in Minsky district Second public hearing since September 16 till October 15	Minskavtdor-Centre ERM Minsky District Executive Committee	Minutes of public hearings of OVOS report in Minsky district	The meeting to discuss the EIA report was held on August 23, 2017 Minutes of public discussions was posted on the website of the Minsky District Executive Committee
B3. Disclosure of the Project's impact assessment results addressing comments received during Consultation Round I								
B3.1	Disclosure of the list of received and accepted/ rejected stakeholder proposals/ comments, and of documents which address/incorporate views and concerns voiced at Round I of public consultations: <ul style="list-style-type: none">• Environmental Impact Assessment (EIA)• Social Impact Assessment (SIA)• Nontechnical Summary (NTS)• Environmental and Social Action Plan (ESAP)	Consider/ address the views and concerns of stakeholders during implementation of the Project	Publication of electronic and printed (soft- and hardcopy) versions of documents in respective media: <ul style="list-style-type: none">• a list of addressed/ rejected stakeholder proposals/ comments received during impact assessment and mitigation planning process;• versions of documents reflecting stakeholder views and concerns.	All stakeholder groups	August 2017	Minskavtdor-Centre ERM	Respective publications	A summary of the feedback (questions, suggestions and comments) received during the public discussions of the Project in the Minsk District is freely available on the website of the Minsky District Executive Committee. Corresponding changes were made to the Project and package of documents on impact assessment The listed documents were freely available on the websites of the EBRD and the Ministry of Transport and Communications

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/frequency	Responsible parties	Reporting	Results
	• Stakeholder Engagement Plan (SEP)							of the Republic of Belarus
B3.2	Disclosure of documents (EIA, SIA, NTS, ESAP and SEP) in accordance with the EBRD procedure	Disclosure/publication of EIA, SIA, NTS, ESAP and SEP in accordance with the EBRD procedure	Publication of <i>electronic</i> versions of documents on the EBRD website (http://www.ebrd.com/esia.html)	All stakeholder groups	During 120 days in Q3/Q4 2017	EBRD Minskavtodor-Centre ERM	Respective publications	The documents were published on the EBRD's website
B3.3	Announcements about availability of disclosed documents	Inform the stakeholders about consideration of their views and concerns and provide opportunity for further dialogue	<ul style="list-style-type: none"> • Publications in mass media • Publications on websites of the Minskavtodor-Centre and District Executive Committees • Announcements on information boards 	All stakeholder groups	August 2017	Minskavtodor-Centre	Respective publications	Announcements about actual changes in Project solutions were posted on the website of Minskavtodor-Centre
B4. Public consultations (Round II)								
B4.1	Announcements about public consultations with key stakeholders with regard to updated project solutions	Inform the public and local community about Stage II of public consultations	<ul style="list-style-type: none"> • Publications in mass media • Publications on websites of the Minskavtodor-Centre and District Executive Committees • Announcements on information boards 	All stakeholder groups	November 2017	Minskavtodor-Centre	Respective publications	<p>Announcements of upcoming stakeholder consultations were posted:</p> <ul style="list-style-type: none"> • in electronic format on the websites of the Minskavtodor-Centre, • in print format on the informational stands in the settlements, and also addressed directly to the residents of the houses which is nearest to the motorway
B4.2	Round II of public consultations in Ostroshitsky Gorodok	Inform the local residents of about the status of the Project, design changes resulting from feedback from the local community and other stakeholders	Public consultations were held in Ostroshitsky Gorodok Rural Executive Committee	Land users, local residents/ community, local and regional authorities	November 30 2017	Minskavtodor-Centre ERM Belgiprodor Minsky District Executive Committee	Minutes of Round II of public consultations	Round II of consultations with the public took place on November 30, 2017 (see more in <i>Section 5.2.4</i>)

5.3.2

Action Plan for the December 2017 – April 2018

The Action Plan for the preparation phase of the Project, updated on the basis of consultations with stakeholder, is presented in the table below (*Table 5.3-2*).

Table 5.3-2 Stakeholder Engagement Action Plan for preparation phase of the Project (December 2017 – April 2018)

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting
B. PREPARATION STAGE (Q4 2017 – Q1/Q2 2018)							
<i>B5. Disclosure of the Project's impact assessment results (Final version in which comments received during consultations Round II have been addressed)</i>							
B5.1	Disclose results of the detailed IA of the option proposed by Okolitsa residents (to exclude Okolitsa from the P-80 route)	Finding of the social agreement on the Project solutions	Conduction of Public Hearings with prior disclosure of the IA results in order to provide enough time for stakeholders to get acknowledged with the IA details	All stakeholders group Okolitsa residents Participants of the dacha community (which will be affected in case of the bypass of Okolitsa)	By the end of January 2018	Minskavtodor-Centre Belgiprodor ERM	Minutes of meetings, summary on the accepted design solution
B5.2	Disclosure of the following documents (Final Version): • Environmental Impact Assessment • Social Impact Assessment • Nontechnical Summary • Environmental and Social Action Plan • Stakeholder Engagement Plan	Report to stakeholders about consideration of their views and concerns.	Publication of electronic and printed (soft- and hardcopy) versions of documents: • a list of addressed/ rejected stakeholder proposals/comments received during impact assessment and mitigation planning process; • final versions of listed documents reflecting stakeholder views and concerns	All stakeholder groups	Q4 2017	Minskavtodor-Centre ERM	Respective publications
B5.3	Announcements about availability of disclosed materials (Final Version)	Inform the stakeholders about finalisation of the Impact Assessment process	• Publications on websites of the Minskavtodor-Centre • Announcements on	All stakeholder groups	Q4 2017	Minskavtodor-Centre	Respective publications

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting
			information boards				
B6. Informing stakeholders about updated project solutions							
B6.1	Informing stakeholders on issues raised during the Round II of consultations on November 30, 2017: <ul style="list-style-type: none"> • The possibility of using the technology of 'washed concrete' in the construction of road covering; • The possibility of a passage under the road P80 in the eastern part of the village Okolitsa 	Informing residents about the status of the Project, changes in design decisions resulting from the consideration of local residents and other stakeholders opinions	<ul style="list-style-type: none"> • Publications on the websites of Minskavtodor-Center; • Placement of announcements on information stands 	Land users, local residents	Q4 2017 – Q1 2018	Minskavtodor-Centre	Respective publications
B7. Informing stakeholders about the organization of construction works (Q1-Q2 2018)							
B7.1	Announcements on holding consultations with interested parties regarding the organization of construction works	Informing the public and the local population about consultations on the organization of construction works, as well as on the availability of a grievance mechanism	<ul style="list-style-type: none"> • Publications on the Company's websites; • Placement of announcements on information stands; • Addressing directly to the residents of the nearest houses to the road, as well as residents who showed interest in the Project during public discussions in July-November 2017 	Land users, local residents	Q1-Q2 2018 (one week prior consultations)	Minskavtodor-Centre	Respective publications
B7.2	Consultations with local residents on the organization of construction works: <ul style="list-style-type: none"> • Schedule of construction works, • The scheme of traffic during the construction period, 	Informing residents about the organization of construction works and taking into account their opinions and concerns prior to the commencement of construction work	1. Consultations in settlements nearest to the P80 motorway: <ul style="list-style-type: none"> • Ostroshitsky Gorodok • Okolitsa • Raubichi • Belye Luzhi 	Land users, local residents	Q1-Q2 2018 (before approval of Construction Management Plan))	Minskavtodor-Centre	1. Minutes of consultation 2. Respective publications, Minutes of consultation (if

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting
	<ul style="list-style-type: none"> • Routes of movement of construction equipment, • Organization of construction sites, • Measures to ensure the safety of construction sites, • Suitable ways of dealing with the affected parties (see also B7.3) 		<ul style="list-style-type: none"> • Sloboda • Sosnovaya • Baguta • Tapolga Dachas <p>2. Informing residents of settlements located in close proximity to transportation routes that are planned for use during the construction phase, on the functioning of the grievance mechanism:</p> <ul style="list-style-type: none"> • Placement of advertisements in settlements, • Consultations with representatives of rural executive committees (if necessary) 				necessary)
B7.3	Identification of vulnerable groups of stakeholders	Providing vulnerable group of the population with opportunity to express their views and concerns during the implementation of the Project	<p>Consultations with residents of houses nearest to the motorway in order to clarify the following issues:</p> <ul style="list-style-type: none"> • Who among the residents is a representative of vulnerable groups of the population (elderly people, low-mobility residents, etc.) • What mechanisms of interaction and feedback will be suitable for such groups of people (consultations, boxes for appeals, a book of complaints and suggestions, a hotline phone, etc.) 	Vulnerable groups of local population	Q1-Q2 2018 (before approval of Construction Management Plan))	Minskavtodor-Centre	Minutes of consultation which include information on vulnerable groups among stakeholders and preferable ways of communication

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting
B7.4	Placement of information on organization of construction works (see B7.2), contact details of Minskavtodor- Centre within information stands in the settlements located near the road P-80	Informing residents about the organization of construction works, taking into account their views and concerns before construction works begin	Establishment of Minskavtodor-Centre's information stands in the settlements: <ul style="list-style-type: none"> • Ostroshitsky Gorodok • Okolitsa • Raubichi • Belye Luzhi • Sloboda • Sosnovaya • Baguta • Tapolga Dachas 	Land users, local residents	Q1-Q2 2018 (before construction)	Minskavtodor-Centre	Informational stands
B7.5	Organization of activities for engagement with vulnerable groups of the population based on the results of consultations	Monitoring the concerns of vulnerable groups of local residents	Provide settlements with (following consultations with vulnerable groups, see B7.3): <ul style="list-style-type: none"> • Special boxes for filing applications (can be placed near the information stands of the Company) or • Books of complaints and proposals (can be placed in rural executive committees, libraries, local shops in coordination with the leaders / owners of organizations), etc. 	Vulnerable groups of local population	Q1-Q2 2018 (before construction)	Minskavtodor-Centre	Appropriate engagement mechanisms
B7.6	Coordination of the Construction Management Project with stakeholders: <ul style="list-style-type: none"> • Schedule of construction works, • The scheme of traffic during the construction period, • Routes of movement of construction equipment, 	Informing and recording opinions and concerns of land users and organizations closest to the road on the organization of construction works	Consultations with the main interested land users and organizations located near the P80 motorway, including: <ul style="list-style-type: none"> • Raubichi National Olympic Training Centre, • Public Association 'Minsk Cycling Society' 	Land users, local enterprises	Q1-Q2 2018 (before approval of Construction Management Plan))	Minskavtodor-Centre	Minutes of consultations or official responses of organizations on the approval of the Construction Management Plan

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting
	<ul style="list-style-type: none"> • Organization of construction sites, • Measures to ensure the safety of construction sites, • Appropriate means of interaction with affected parties 		<ul style="list-style-type: none"> • Agricultural organizations of Minsk and Smolevichi districts • Roadside services, • Other affected land users. 				

5.3.3 *Information Disclosure*

Table 5.3-3 below provides a complete list of documents, materials, and announcements that will be disclosed/published as part of activities detailed in Table 5.3-1 and Table 5.3-2 above.

Information about documents planned for disclosure will be update in accordance with the results of stakeholder engagement activities and the need to disclose additional documents/materials.

Table 5.3-3 Documents and materials for disclosure

#	Documents / publications	Objective	Language	Resources to be used for disclosure/ publication of the Project materials, announcements, etc.	Timeframe	Responsibility
A. INTERNAL COMPANY PROCEDURES						
A1	-	-	-	-	-	-
A2	Information about an opportunity to address all project-related queries to the person responsible for stakeholder engagement: <ul style="list-style-type: none"> • Name • Position • Department • Business phone number • E-mail address • Reception hours, etc. 	Provide for stakeholder engagement	Russian	Company's website (http://www.maddor.by/)	July 2017	Minskavtodor-Centre
A3	-	-	-	-	-	-
B. PREPARATION STAGE						
B1. Disclosure of the Project's impact assessment results (Version 1)						
B1.1 B1.2	<ul style="list-style-type: none"> • Environmental Impact Assessment (EIA prepared by Belgiprodor) 	Inform the public and local community about major design details, personnel impacts of the Project and mitigation measures aimed at reduction of adverse effects.	Russian	<p>Documents in <i>hardcopy</i> are/was available in:</p> <ul style="list-style-type: none"> • Company Technical department (Minsk) during entire period of Project Implementation. <i>Responsible person: Oleg Vodyanovich</i> • Ostroshitsko-Gorodoksky Rural Executive Committee (Ostroshitsky Gorodok) during July 29 – August 28, 2017 and September 16 – October 15, 2017; • Smolevichi District Executive Committee (Smolevichi) during July 15 – August 15, 2017; <p>Documents in <i>softcopy</i> will be available on websites of:</p> <ul style="list-style-type: none"> • Minskavtodor-Centre (the Company) (http://www.maddor.by/); • Minsk District Executive Committee (http://www.mrik.gov.by/ru/); • Smolevichi District Executive Committee (http://smolevichi.minsk-region.by/ru/). 	July - October 2017	<p>Minskavtodor-Centre ERM</p> <p>Minsky and Smolevichi District Executive Committee</p>

#	Documents / publications	Objective	Language	Resources to be used for disclosure/ publication of the Project materials, announcements, etc.	Timeframe	Responsibility
B1.3	Announcements: <ul style="list-style-type: none"> availability of disclosed materials for review; means for submitting comments; time schedule and venues of public consultations. 	Inform the stakeholders about disclosure/publication of the impact assessment results and stakeholder/ local community engagement activities	Russian	Announcements were available: <ul style="list-style-type: none"> on websites of the Company, district executive committees; in local newspapers, on information stands/boards in settlements located near the P80 Motorway section proposed for reconstruction, and also were addressed directly to residents living in the immediate vicinity of the P80 motorway. 	July 2017	Minskavtodor-Centre
B2. Public consultations (Round I)						
B2.1-3	-	-	-	-	-	-
B3. Disclosure of the Project's impact assessment results (Version 2 addressing comments to Version 1)						
B3.1	1. List of accepted/ rejected stakeholder proposals/comments received during impact assessment and mitigation planning process 2. Documents in which stakeholder views and concerns have been addressed/ considered: <ul style="list-style-type: none"> Environmental Impact Assessment Social Impact Assessment Nontechnical Summary Environmental and Social Action Plan Stakeholder Engagement Plan 	Consider/ address the views and concerns of stakeholders during implementation of the Project	Russian	Documents in <i>hardcopy</i> are available in: <ul style="list-style-type: none"> Company Head (Minsk) Technical department. <i>Responsible person: Oleg Vodyanovich</i> Documents in <i>softcopy</i> are available on websites of: <ul style="list-style-type: none"> Ministry of Transport and Communication of Republic of Belarus (http://www.mintrans.gov.by/ru/p-80/) 	August 2017	Ministry of Transport and Communication of Republic of Belarus Minskavtodor-Centre ERM
B3.2	Documents in which stakeholder views and concerns have been addressed/considered: <ul style="list-style-type: none"> Environmental Impact Assessment Social Impact Assessment Nontechnical Summary Environmental and Social Action Plan Stakeholder Engagement Plan 	Disclosure of EIA, SIA, Non-technical Summary, ESAP, and SEP in accordance with the EBRD procedure	English / Russian	Documents will be posted on the EBRD website (http://www.ebrd.com/esia.html)	During 120 days in Q3/Q4 2017	EBRD Minskavtodor-Centre ERM
B3.3	Announcements about availability of disclosed documents in which stakeholder views and concerns have been addressed/considered	Inform the stakeholders about consideration of their views and concerns and provide opportunity for	Russian	Announcements were available: <ul style="list-style-type: none"> on websites of the Company; in local newspapers, on information stands/boards of district executive committees and in district libraries, at 	August 2017	Minskavtodor-Centre

#	Documents / publications	Objective	Language	Resources to be used for disclosure/ publication of the Project materials, announcements, etc.	Timeframe	Responsibility
		further dialogue		information facilities in settlements located near the P80 Motorway section proposed for reconstruction.		
B4. Public consultations (Round II)						
B4.1	Announcements about public consultations with key stakeholders with regard to the updated Project solutions	Inform the public and local community about Round II of public consultations	Russian	Announcements were available: <ul style="list-style-type: none"> on websites of the Company, district executive committees, district libraries, district newspapers; in local newspapers, on information stands/boards of district executive committees and in district libraries, at information facilities in settlements located near the P80 Motorway section proposed for reconstruction. 	Q4 2017	Minskavtodor-Centre
B4.2-4	-	-	-	-	-	-
B5. Disclosure of the Project's impact assessment results (Final version in which comments have been addressed)						
B5.1	1. List of accepted/ rejected stakeholder proposals/comments received during impact assessment and mitigation planning process 2. Final Version of: <ul style="list-style-type: none"> Stakeholder Engagement Plan Environmental Impact Assessment Social Impact Assessment Nontechnical Summary Environmental and Social Action Plan 	Disclosure of documents reflecting comments received during Round II of public consultations	Russian	Documents in <i>hardcopy</i> will be available in: <ul style="list-style-type: none"> Company Head (Minsk) Technical department. <i>Responsible person: Oleg Vodyanovich</i> Minsk District Executive Committee (Minsk), Department of architecture and construction; ; Smolevichi District Executive Committee (Smolevichi); Documents in <i>softcopy</i> will be available on websites of: <ul style="list-style-type: none"> Minskavtodor (the Company) (http://www.maddor.by/) - on the 'News' page; Minsk District Executive Committee (http://www.mrik.gov.by/ru/) - on the 'News' page; Smolevichi District Executive Committee (http://smolevichi.minsk-region.by/ru/) - - on the 'News' page. 	Q4 2017 – Q1 2018	Minskavtodor-Centre ERM
B5.2	Announcements about availability of disclosed documents (Version 3, final)	Inform the stakeholders about finalisation of the Impact Assessment process	Russian	Announcements will be available: <ul style="list-style-type: none"> on websites of the Company, district executive committees, district libraries, district newspapers; in local newspapers, on information stands/boards of district executive committees and in district libraries, at information facilities in settlements located near the P80 Motorway section proposed for reconstruction. 	Q4 2017 – Q1 2018	Minskavtodor-Centre

The Stakeholder Engagement Plan during construction and operation will be implemented by the Company and its contractors.

Preliminary stakeholder engagement plans for subsequent stages (construction and operation) are presented in *Table 5.4-1* below. The action/activity list may be extended or updated as the Project progresses.

Stakeholder engagement during construction is required for:

- maintaining communication with and receiving feedback from stakeholders;
- providing stakeholders with information on the Project construction progress on a regular basis; and
- monitoring implementation of impact mitigation strategy and progress towards declared targets.

The stakeholder engagement during operation will be part grievance mechanism (in broad sense). It will also include notification of stakeholders about planned traffic restrictions and repair works.

Table 5.4-1 Preliminary Stakeholder Engagement and Information Disclosure Plan for the Project construction and operation stages

#	Activity	Objectives	Engagement mechanisms	Stakeholders	Timeframe/ frequency	Responsible parties	Reporting
C. CONSTRUCTION STAGE (2018-2019)							
C1	Regular publications and information disclosure	Inform the public and local community about the Project status and implementation progress	Disclosure/public of information about construction progress: <ul style="list-style-type: none"> • in local mass media; • on websites of the Minskavtodor-Centre and district executive committees. Information stands installed in settlements along the P80 Motorway which provide information about the Project construction progress and timelines and include: <ul style="list-style-type: none"> • Schematic map of construction area • Timeframe/timelines for construction completion • Person responsible for construction operations at the subject section (including contact details) • Information about available grievance mechanism 	All stakeholders	At least every 3 months	Minskavtodor-Centre and contractors	Respective publications Information stands/boards
C2	Engagement with residents of settlements located in the immediate proximity to roads that will be used during construction (for delivery of goods, etc.)	Inform residents about possible impacts and envisaged mitigation measures and grievance mechanism	Disclosure/public of information about construction progress: <ul style="list-style-type: none"> • in local mass media; • on websites of the Minskavtodor-Centre and district executive committees. Personal informing of affected households (which is located at the first line from the roads) or conducting of public meetings.	Residents of settlements located in the immediate proximity to roads that will be used during construction (for delivery of goods, etc.)	Before the construction stage	Minskavtodor-Centre	Respective publications and minutes of meetings
C3	Implementation of grievance mechanism	Monitor stakeholder views and concerns with regard to the Project implementation process	Grievance mechanism	All stakeholders	During the entire stage	Minskavtodor-Centre	Grievance Register
D. OPERATION STAGE (approximately from 2019-2020)							
D1	Implementation of grievance mechanism	Monitor stakeholder views and concerns with regard to the Project implementation process	Grievance mechanism	All stakeholders	During the entire stage	Minskavtodor-Centre	Grievance Register
D2	Informing local residents about repair work	-	Announcements on Minskavtodor-Center website	All stakeholders	During the entire stage	Minskavtodor-Centre	Respective publications

All stakeholder engagement activities undertaken by the Company will be documented in the Stakeholder Engagement Register with attached copies of the minutes to preserve all records and documented confirmation of public consultations held and engagement measures implemented. Responsibility for organisation, implementation, and reporting of stakeholder engagement activities will lie with a person to be appointed by the Company specifically for this purpose in accordance with internal procedures provided for by this SEP.

The Stakeholder Engagement Plan will be updated to address new issues arising from stakeholder engagement developments and the Project's progress.

The grievance mechanism is established to receive and facilitate resolution of stakeholders' concerns and grievances, in particular, about the Company's environmental and social performance.

6.1

EXISTING GRIEVANCE MECHANISM

As of July 2017 the Company implemented a grievance mechanism which meets the requirements of the national law¹⁰.

Individual and organisations may submit grievances (in a broad sense):

- in writing, including comments and/or proposals that will be entered in the Book of Comments¹¹;
- electronically as e-mails to the Company's address or using a feedback option on the Company's website (*Figure 6.1-1*); and
- verbally, during personal reception of citizens by the Company's representatives.

The existing mechanism is based on reactive principle, e.g. grievances are not registered, and response of the Company is not documented.

¹⁰ Law of the Republic of Belarus 'On appeals from individuals and organisations', No. 300-3 of 18.07.2011 (as amended by Law 306-3 of 15.07.2015)

¹¹ Information about the Book of Comments is posted on the Company's website on the 'Information' page (<http://www.maddor.by/informa/kniga-zamechanii-i-predlozhenii/> visited on 12.07.2017)

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Ф.И.О.: *

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
Адрес:

Телефон:

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Сообщение: *

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Figure 6.1-1 Feedback form on the Company's website¹²

6.2 RECOMMENDED IMPROVEMENTS

In order to make the existing mechanism more effective and transparent ERM recommend the inclusion of the following procedures based on good international practice:

- I. **Inform the public** about the Grievance Mechanism using:
 - publications in local mass media;
 - posting of relevant notices on information boards and websites;
 - provision of relevant information during public consultations.
- II. Post additional **contact information** for submitting grievances on the 'Contacts' page of the Company's website:
 - hot line or business phone number of the stakeholder engagement officer;
 - dedicated e-mail address.

¹² Information about the feedback form is on the 'Contacts' page (<http://www.maddor.by/contact/> visited on 12.07.2017)

- III. The mechanism should provide for **confidential grievances** submission **which shall not be disclosed** without consent of the stakeholder.
- IV. As a means of monitoring the grievance mechanism performance ERM further recommend that the Company establish a **Grievance Register** **that** will be used to document all grievances complete with the following information:
- Essence of the grievance and registration date;
 - persons responsible for response to / resolution of the grievance;
 - resolution passed (answer to a query, actions (to be) take to resolve the issue, etc.);
 - information about implementation of decisions/resolution made (implementation of respective measures, etc.) indicating the date; and
 - feedback from the claimant (whether they agree/disagree with resolution/ decisions made and measures taken) indicating the date.

6.3

SETTLEMENT OF CLAIMS AS PART OF THE GRIEVANCE MECHANISM

If measures taken by the Minskavtodor-Centre do not resolve the issue, the claimant may take legal action in accordance with the Civil Procedural Code.

In order to avoid settlement of disputes in court the Minskavtodor-Centre's representatives must ascertain whether stakeholders, in particular the affected community have received due information about grievance mechanism and settlement of complaints.

6.4

GRIEVANCES FILED BY EMPLOYEES

Existing grievance mechanism can be used by Minskavtodor-Centre's employees. This mechanism will comply with the following requirements:

- The mechanism will guarantee confidentiality of the claimant;
- Employees (including subcontractors' personnel) will be informed about the grievance mechanism.

In accordance with the EBRD performance requirements the Company will adhere to the principle of transparency which is an effective instrument to improve the image and professional reputation of the Company in line with good international practice and standards.

Information for the local community will be disclosed via mass media, at public meetings, and printed announcements on information stands in settlements located in the immediate proximity to the P80 Motorway.

The Company will prepare and provide for general access to the list of open information, including: environmental conditions; potential risks and adverse impacts on the environment, health, and property; other significant information concerning the rights of the public and local community members.

Reports on monitoring and control of compliance with the requirements of international standards, including analysis of performance with regard to providing information for the public (e.g. management and resolution of grievances, complaints and proposals) will be published on a regular basis.

During implementation of the Project all grievances will be registered in a common Grievance Register. A report on the number of grievances received and/or the contents of these and measures taken by the Company may be requested at the Head Office in Minsk.

The Stakeholder Engagement Plan will be implemented by the Company together with their contractors.

The function of coordinating stakeholder engagement activities will be performed by a public relations officer appointed by the Company.

APPENDICES

APPENDIX 1

List of Stakeholders

(July 2017)

List of Stakeholders

Groups	Composition			Information source, reference / stakeholder contact details	Rationale/comments
1. Organisations (businesses) and individuals who will be affected by temporary or permanent acquisition of land for the Project					
1.1 Organisations and individuals with formal rights to use land plots which are to be acquired for the Project (reconstruction of the motorway)	#	Full name of organisation or individual (private person)	Address	Project documentation	Temporary and permanent land acquisition
	1	Private individual(s)	Minsk District, Okolitsa, (Cadastre entry No. 623685206601000433)	Information received during the meeting with the design organisation	
	2	Private Unitary Enterprise (ChUP) Ozeritsky-Agro	Smolevichi District, Sloboda, ul. Tsentralnaya, 7		
2. Residents of settlements located in immediate proximity to motor roads					
2.1 Residents of settlements located in immediate proximity to the P80 section proposed for reconstruction	Residents of settlements in Minsk and Smolevichi districts: <ul style="list-style-type: none">Ostroshitsky GorodokOkolitsaRaubichiBelye LuzhiSlobodaSosnovayaBagutaTavolga Dachas			Project documentation	<ul style="list-style-type: none">Increased traffic and noise pollution during construction and operation of the motorway
2.2 Residents of settlements located in immediate proximity to roads that will be used during construction (for delivery of goods, etc.)	Residents of settlements: <ul style="list-style-type: none">Cherkassy,Phanipol,Zaslavl,Skuraty,Korolev Stan,Zagorie,Semkovo, recreation facilities near Zaslavskoye water reservoir ,Primorie,Laporovichy,Military town 137A,Armeets, Zatsensky Rodnik, Aviator dachas			-	<ul style="list-style-type: none">Increased traffic and noise pollution during construction and operation of the motorway
3. Organisations (businesses) and individuals conducting commercial and other activities in the area around the proposed project operations					

Groups	Composition	Information source, reference / stakeholder contact details	Rationale/comments
Land users in the area of proposed operations	<ul style="list-style-type: none"> Organisations with utility lines located within the construction area: <ol style="list-style-type: none"> 1. RUP Minskenenergo 2. RUP Beltelecom 3. OAO Gazprom Transgaz Belarus 4. Minsk administration for construction of reclamation facilities Organisations (businesses) and individuals conducting commercial and other activities in the area around the proposed project operations: <ol style="list-style-type: none"> 1. KUP Minskobldorstroy 2. ChUP Ozeritsky-Agro 3. Farmer Yu. Bakumenko 4. OAO 'Minsk Poultry Farm No. 1' 5. Stae Memorial complex 'Khatyn' 6. Department of cultural and youth affairs of the Smolevichi District Executive Committee 7. Smolevichi Forest Administration 8. Main Department of the Commander of the Internal Forces of the National Ministry of Internal Affairs 9. Borovlyansky Special Forest Administration 10. Minsk Forests and Parks Administration 11. Minsk City Olympic reserve junior winter sports school 12. Raubichi National Olympic Training Centre for Winter Sports 	<p>Field trip</p> <p>Project documentation</p>	<ul style="list-style-type: none"> Increased traffic and noise pollution during construction and operation of the motorway
4. Government authorities and regulators			
National authorities	Ministry of Transport and Communications	http://www.mintrans.gov.by/ru/	Authorised body (Project Initiator)
	President of the Republic of Belarus	http://www.president.gov.by/	General government issues
	Ministry of Natural Resources and Environmental Protection	http://www.minpriroda.gov.by/ru/	Permits and approvals
	Ministry of Finance	http://www.minfin.gov.by/	National budget issues
	Inter-Ministerial Coordination Council on Infrastructure	http://pppbelarus.by/institutions/co	Coordination of infrastructure

Groups	Composition	Information source, reference / stakeholder contact details	Rationale/comments
		uncil/	development
	State Property Committee	http://www.gki.gov.by/ru/	Permits and approvals Land acquisition issues
Regional authorities	Minsk Region Executive Committee	http://gomel-region.by/ru/	Permits and approvals Land acquisition issues
Local authorities	Minsk District Executive Committee Ostroshitsky Gorodok Rural Executive Committee	http://www.mrik.gov.by/ru/	Permits and approvals Land acquisition issues Organisation of engagement with local community
	Smolevichi District Executive Committee Ozeritskaya Sloboda Rural Executive Committee	http://smolevichi.minsk-region.by/ru/	Permits and approvals Land acquisition issues Organisation of engagement with local community
5. Organisations within the Project, their personnel and contractors			
National Unitary Enterprise (RUP) Minskavtodor-Centre	Employees of Minskavtodor-Centre	http://www.maddor.by/	Project Initiator
Design developers and design organisations	RUP Belgiprodor	http://www.belgiprodor.by/	Design Organisation
	RUP Design Institute Belgiprozem (specialises in land management and land use planning under the auspices of the State Property Committee)	http://www.belgiprozem.by/	Land acquisition issues
Project partners and consultants	ERM Eurasia The list may be extended/ verified	http://www.erm.com	Internal stakeholders
Suppliers and construction contractors	The list may be extended/ verified during development of the design documentation		Internal stakeholders

Groups	Composition	Information source, reference / stakeholder contact details	Rationale/comments
Shareholders and Lenders	European Bank for Reconstruction and Development (EBRD) The list may be extended/ verified	http://www.ebrd.com/russian/pages/homepage	Lender
6. Non-government organisations and independent experts			
Specialised environmental, public, and research organisations; experts	The list may be extended/ verified during development of the design documentation and stakeholder engagement process	-	Potential interest in the Project
7. Mass media			
Printed media	Minsk and Smolevichi districts: <ul style="list-style-type: none"> • Local newspapers in Minsk District ('Prystalichcha') • Local newspapers in Minsk District ('Krai Smalyavitski') 	-	Communication means
8. Vulnerable community groups potentially affected by the Project			
Vulnerable community groups potentially affected by the Project	<ul style="list-style-type: none"> • Local residents who may be difficult to engage due to age, disability, education level, social or economic status, etc. 	-	Potential adverse impacts of the Project

APPENDIX 2

List of stakeholder questions, concerns and proposals received at the meetings held on 31 July 2017

List of stakeholder questions, concerns and proposals received at the meetings held on 31 July 2017

Public questions, comments, concerns and proposals	Answers and decisions of the Company and/or the Design Organisation
Questions about stakeholder engagement procedure	
To whom comments and concerns about the motorway reconstruction have to be addressed?	<p>All Project-related questions, inquiries and concerns can be sent to Minskavtodor-Centre. Contact information is available on the corporate web site of Minskavtodor-Centre and was communicated during the Project presentation.</p> <p>Questions about the national environmental and social impact assessment procedure and a written statement demanding a meeting to discuss the EIA Report are to be sent to district executive committees.</p> <p>Public consultations on the EIA Report will be conducted from 15 July until 15 August 2017 in Smolevichi District and from 29 July until 28 August 2017 in Minsk District.</p>
Where Project-related documents can be found?	<p>The Project presentation, including major design decisions, will be published on the corporate web site of Minskavtodor-Centre within five days after the public consultations (i. e. until 04 August 2017).</p> <p>The EIA Report is published on the web sites of the district executive committees and the corporate web site of Minskavtodor-Centre.</p>
Why the meetings are held in Sloboda and Bolshevik and not in Okolitsa?	Premises for the meetings were provided by the district executive committees. Additional meetings to discuss an alternative traffic plan for Okolitsa will be held in Okolitsa, if possible.
Construction of the road interchange and expansion of the carriageway near Sosnovaya	
Will the trees and houses located on the elevation remain during the reconstruction (km 2.4 of P80)?	The P80 reconstruction will not affect residential houses and trees. The roadbed will be expanded in the opposite direction.
Where noise barriers will be installed, what will be the height and material?	Noise barriers will be installed in settlements along the P80 Motorway. Their height, materials and location with reference to residential houses and the road will be determined at the construction project development stage following the noise level modelling in settlements. The proposed decisions on noise barriers will be submitted for the sanitary and environmental expert review.

How the traffic on the road interchange will be arranged?	Public transport vehicles, agricultural machinery, cyclists and pedestrians will use local roads.
Construction of the road interchange and expansion of the carriageway in Okolitsa	
How road expansion will be implemented in Okolitsa?	The P80 Motorway will be expanded to the right from km 10 (in the direction of traffic from the Burial Mound of Glory Memorial) to the H9059 crossing (Tsentralnaya Street) and to the left after the pedestrian crossing. The existing roadbed width allows minimization of the additional road expansion. Residential houses will not be affected. The cuts for the road expansion will be lined with retaining walls accompanied by the installation of noise barriers.
Where bus stops will be located?	<p>Option 1: the existing bus stops are retained in Okolitsa on the P80 Motorway; and</p> <p>Option 2: if the traffic interchange project is implemented for the Solnechnaya, Lugovaya and Tsentralnaya streets, 3 pairs of bus stops can be arranged in each of them.</p>
How the traffic on the road interchange in Okolitsa will be arranged?	According to the traffic interchange plan for Okolitsa, vehicles going to Okolitsa, Raubichi, Gubichi and the poultry farm will drive through the Lugovaya, Solnechnaya and Tsentralnaya streets. The Project provides for the reconstruction and improvement of these streets, including lighting, construction of pavements and installation of traffic lights and arrangement of bus stops.
<p>Concerns were voiced regarding the passage of freight vehicles (including trucks of OAO Pervaya Minskaya Ptitsefabrika and the vegetable warehouse located in Raubichi) and private cars of Raubichi and Gubichi communities on the reconstructed streets of the village. The number of local vehicles is currently assessed at about 3 thousand, which can create a high density traffic during rush hours at 12 to 50 vehicles per minute.</p> <p>The residents pointed out the following adverse impacts of the design decision providing for the transfer of the local traffic load onto the streets inside settlements:</p> <ul style="list-style-type: none"> • residential houses will be too close to the carriageway resulting in noise and, especially, dust impacts; • pedestrian safety will be affected as it will be impossible to use the streets for walking, free movement in residential areas and 	<p>Due to concerns voiced during public consultations, it was decided to propose for reconsideration of design decisions related to the road interchange at the technical meeting to be held in the Ministry of Transport and Communications on 3 August 2017.</p> <p>The junction layout will be reconsidered and alternative design decisions will be communicated to the village inhabitants. Additional meetings with residents of Okolitsa will be held to coordinate the updated design decisions. If necessary, there will be several such meetings in order to reach a compromise.</p>

<p>free movement of children;</p> <ul style="list-style-type: none"> • unequal distance between bus stops (in case these will be relocated) for inhabitants of different residential areas, including children riding a school bus (some people will have to walk around 30 minutes to reach a bus stop); • the school bus timetable has to be changed as it will be impossible for the bus to travel 3 times per our due to a longer distance and speed restrictions (traffic lights, speed humps): see details below; • the proposed construction of a pedestrian underpass 200 m away from the existing ground level pedestrian crossing will make people walk additional 400 m to visit the only shop in the village. This can be critical for vulnerable groups of the population: wheelchair riders and elderly people. <p>Five written public complaints were drawn up (and handed over to the Company) during consultations on this issue.</p>	
<p>There were proposals to reconsider the road interchange layout in Okolitsa.</p> <p>Proposals were received to re-design the road interchange in Okolitsa as follows:</p> <ul style="list-style-type: none"> • the road interchange near the military installation at km 9.8 – 9.9 of the P80 Motorway has to be relocated (closer to Okolitsa) shifting the road centreline southwards; • the road interchange has to be located west of Okolitsa at km 10.8; • the roundabout interchange has to be constructed at the proposed viaduct (km 10); • the road interchange in Okolitsa has to be combined with the interchange at the Raubichi Olympic Training Centre; and • a bypass road has to be built for freight vehicles and private cars of the inhabitants of Gaubichi outside Okolitsa. 	
<p>How school bus traffic will be arranged? Concern: a school bus will have</p>	<p>Option 1: the existing bus stops are retained in Okolitsa on the P80 Motorway. The school bus route remains</p>

too little time to pick up schoolchildren at bus stops in the Lugovaya, Solnechnaya and Tsentralnaya streets as it will have only 15 minutes to travel from the military installation to Ostrishitsky Gorodok with the speed restricted to 60 km per hour.	unchanged; and Option 2: if the traffic interchange project is implemented for the Solnechnaya, Lugovaya and Tsentralnaya streets, 3 pairs of bus stops can be arranged in each of them. The school bus route has to be changed: busses will come to the village, pick up schoolchildren at bus stops and go to Ostrishitsky Gorodok.
Road surface runoff will be discharged to the village and wash out the local roads?	Road surface runoff will be collected by the drainage system and diverted to local treatment facilities.
How the exit from the Motorway in the Shosseynaya Street to residential houses will be arranged for private cars and fire fighting vehicles?	Direct exit from the P80 Motorway to residential houses will be lined with noise barriers. The exit to the local roads and the Shosseynaya Street will be arranged via the Tsentralnaya Street and the H9059 Motorway.
Can the bus stops be relocated with installation of two pairs of bus stops at the opposite ends of the village?	According to the safety regulations, bus stops cannot be installed at such a short distance from the crossroads. Relocation of the bus stops may cause discontent of other locals used to their present location.
How the access to bus stops will be arranged if these will remain where they are?	A pedestrian underpass will be constructed near the existing bus stops. The footways on both sides of the underpass will connect it with the bus stop.
How the passage to bus stops will be arranged through noise barriers? Is it possible to arrange a door so that children and domestic animals cannot run out onto the motorway?	A passage break will be arranged between noise barriers as such a barrier will be installed with partial overlapping (counter barrier or double barrier). It is also possible to make a door. However, there is a risk that it can be broken and the noise will pass through the opening in the noise barrier. Therefore, the option involving partial overlapping is preferable.
What will be the vehicle speed on the P80 Motorway after the proposed reconstruction?	The design speed of passenger cars and freight vehicles will be 120 km/h and 100 km/h respectively.
Travelling of vehicles on concrete surface at high speed is associated with considerable noise levels. Can asphalted road sections be constructed in settlements?	The use of different types of road pavement is not reasonable during construction as well as at the operation stage as this will cause an increased road surface wear and make it necessary to permanently repair the road at junctions of different pavements.
Will old lindens be cut down near the crossroads in Okolitsa?	The lindens will not be cut down as the expansion in this road section will be in the opposite direction.
Two pedestrian underpasses have to be built in Okolitsa because a children's camp is operational in summer and a church is being	According to the regulations, a pedestrian crossing has to be arranged where pedestrian traffic is no less than 50 people per hour. The pedestrian traffic density is much less at the moment. The pedestrian crossing is proposed to

constructed in the western part of the village. At the moment, people can cross the road at km 11 where no specially equipped road crossing is available as according to the regulations this is allowed on a two-lane road where no pedestrian crossing is available in sight. No crossing of the road outside specially equipped pedestrian crossings is allowed on the Category 1 motorway.	be arranged near the bus stop, from which pedestrians will move out to the summer camp and the church.
Construction of the road interchange near the Raubichi Olympic Training Centre	
During public consultations, a written request was received from an employee of the Raubichi Olympic Training Centre for Winter Sports to construct a parking lot for 1,000 vehicles (including 300 busses and 700 cars) and provide it with fencing, main and reserve entrances, international-level infrastructure and convenient exits for fans and visitors.	<p>The Project provides for the construction of a parking lot with an interchange at the Raubichi Olympic Training Centre.</p> <p>The request will be additionally reviewed by Minskavtodor-Centre jointly with Belgiprodor.</p>
Motorway reconstruction near Belye Luzhi and Ostroshitsky Gorodok	
<p>A request to install noise barriers in Belye Luzhi was received.</p> <p>At what distance these barriers will be installed? Is it possible to install them as far as possible from the fence (closer to the road)?</p>	<p>The Project provides for the installation of noise barriers in Belye Luzhi.</p> <p>The distance at which noise barriers are to be installed will be determined at the construction project development stage. The minimum distance from the fence to the noise barrier (where the fence is located at the shortest distance to the road) will amount to about 3 meters.</p> <p>The Design Organisation representatives noted that installation of noise barriers directly at the carriageway (not the houses) is most efficient.</p>
During public consultations, a written request was received from inhabitants of Ostroshitsky Gorodok to install noise barriers between residential houses and the P80 Motorway, to close the driveway from the P80 Motorway to the houses and to construct a new driveway to the P40 Motorway.	<p>The Project provides for the installation of noise barriers in Ostroshitsky Gorodok (Vilnyusskaya Street).</p> <p>The written request will be additionally reviewed by Minskavtodor-Centre jointly with Belgiprodor.</p>

APPENDIX 3

Summary of feedback (questions, comments and suggestions) on the EIA report for reconstruction: 'The road P-80 Sloboda - Papernya, km 0.000 - km 14.770'

**Сводка отзывов (вопросов, замечаний и предложений) по отчету об ОВОС
по объекту: «Автомобильная дорога Р-80 Слобода – Паперня, км 0,000 – км 14,770»**

наименование объекта проектирования

№ п/п	ФИО, контактная информация участника общественных обсуждений / регистрационный номер участника собрания	Содержание вопроса, замечания и (или) предложения	Ответ на вопрос, информация о принятии либо обоснование отклонения замечания и (или) предложения
1	2	3	4
Отзывы, поступившие письменными обращениями (по почте, факсу):			
1.	Тарасова А.В. д.Околица, ул.Ковалькова, 23а	1. Исключить вариант развязки через д.Околица, д.Раубичи. 2. Перенести развязку в сторону Кургана Славы.	Вариант развязки в д. Околице откорректирован.
2.	Бондаренко С.В. Дубатовка В.В. п.Острошицкий Городок, пер.Вильнюсский, д.1, кв.2/ д.1, кв.1	1. Установить шумозащитный экран со стороны дороги Р 80 2. Оградить от въезда на дорогу Р-40	От пересечения с а.д. М-3 до а.д. Р-40 участок дороги Р-80 не претерпит изменений.
3.	Скуратович Л.П. д.Околица, ул.Ковалькова,21, кв.1	1. Исключить вариант развязки через д.Околица, д.Раубичи. 2. Перенести развязку в сторону Кургана Славы.	Вариант развязки в д. Околице откорректирован.
4.	Застенский Н.А. д.Раубичи, ул.Солнечная,21	1. Исключить вариант развязки через д.Околица, д.Раубичи, в частности ул.Солнечная. 2. Перенести развязку в сторону Кургана Славы.	Вариант развязки в д. Околице откорректирован.
5.	Лагутенко А.В. д.Околица, ул.Луговая,1	1. Исключить вариант развязки через д.Околица, д.Раубичи, в частности ул.Луговая. 2. Перенести развязку в сторону Кургана Славы.	Вариант развязки в д. Околице откорректирован.
6.	Ивашкевич Н.А. д.Околица, ул.Шосейная,17	Найти альтернативный вариант строительства дороги, без прохождения по ул. Шосейная.	Вариант развязки в д. Околице откорректирован, с исключением движения транзитного транспорта по ул. Шосейной.

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1	2	3	4
7.	Учреждение «РЦОП по Зимним видам спорта»	1. Строительство вдоль автодороги Р-80 автомобильной стоянки международного стандарта на 1000 машиномест.	Строительство автостоянки на 1000 машиномест не обеспечит выполнение требований ТНПА в части организации санитарных разрывов.
8.	Коллективное обращение жителей д.Околица, в т.ч. Усманова А.Г. д.Околица, ул.Луговая, 4	1. Несогласие с устройством транспортной развязки в д.Околица. 2. Предусмотреть в проекте устройство пешеходных и велодорожек, соединяющих части д.Околица, и с велодорожкой, проходящей вдоль автодороги М-3. 3. Внести в проект строительство двух детских игровых площадок с обеих сторон деревни Околица, в отдалении от автодороги. 4. Выполнить ремонт аварийно-опасных участков улиц, в том числе ул.Луговой.	1. Расположение транспортной развязки в д.Околица откорректировано. 2. Пешеходные и велодорожки будут предусмотрены проектом. 3. Строительство детских площадок не входит в компетенцию РУП «Минскавтодор-Центр». 4. Ремонт аварийно-опасных участков ул. Луговая не входит в компетенцию РУП «Минскавтодор-Центр».
9.	ОО «Минское велосипедное общество» г.Минск, ул.Смолячкова, 14А	1. На сайте Мингориспокома не был размещен отчет об ОВОС. 2. В пояснительной записке проекта отсутствуют ссылка на межгосударственный стандарт ГОСТ 33150-2014. 3. Предусмотреть организацию велосипедной дорожки вдоль реконструируемого участка дороги. Велодорожка должна быть связана с велодорожкой, проходящей вдоль автодороги М-3, а также связывать населенные пункты Острошицкий Городок, д.Околица, д.Раубичи, д.Ляды,	1. ОВОС размещен на сайте Минского районного исполнительного комитета. 2. Ссылка на межгосударственный стандарт ГОСТ 33150-2014 добавлена в пояснительную записку. 3. Велосипедные дорожки от развязки с М-3 до развязки на воинскую часть (км 7,7) будут предусмотрены проектом. 4. Подземные пешеходные переходы будут обустроены в соответствии с требованиями по обеспечению безбарьерной среды.

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		д.Багута, д.Батурино, д.Мостище, д.Рудомейка, д.Грудок, д.Сосновая, д.Задомля и садоводческие товарищества. 4. Подземные пешеходные переходы обустроить в соответствии с требованиями по обеспечению безбарьерной среды	
10.	Коллективное обращение жителей д.Околица	1. Проложить автодорогу в обход д.Околица, д.Раубичи.	Не принято. Основание - см. п.11 сводки.
11.	Коллективное обращение жителей деревни Околица Минского района, в т.ч. гр. Вардомской В.П. д.Околица, ул. Фабричная,38	1. Проложить трассу автомобильной дороги Р-80 в обход деревни Околица. 2. Исключить планируемые заезды на ул. Центральную со стороны Логойского тракта в деревни Раубичи, Околицу, Губичи. 3. О существующей неблагоприятной обстановке из-за сильной вибрации от транспорта, а также задымления и выделения огромного количества двуокиси углерода, бензопирена, свинца и других тяжелых металлов. 4. О переселении жильцов д. Околица (в случае проложения трассы реконструируемой дороги Р-80 по деревне Околица) из прилегающих к дороге жилых домов, попадающих в полосу отчуждения, с предоставлением равнозначных в другом, удаленном от данной дороги, месте.	Принято частично. 1. Проложение трассы автомобильной дороги Р-80 в обход деревни Околица потребует прохождения дороги по новому направлению по землям республиканского ландшафтного заказника «Прилепский» и вблизи детского оздоровительного лагеря, что противоречит требованиям законодательства Республики Беларусь об охране окружающей среды и обеспечению санитарно-эпидемиологического благополучия населения: - согласно Положению о республиканском ландшафтном заказнике «Прилепский», утвержденному постановлением Совета Министров Республики Беларусь от 20.09.2000 г. № 1451, возведение объектов строительства на территории заказника запрещено. - в соответствии с Санитарными нормами и правилами «Требования к оздоровительным организациям для детей», утвержденными постановлением Министерства здравоохранения Республики Беларусь 26.12.2012 г. № 205, расстояние от автомобильных дорог I, II, III категорий до оздоровительных организаций с круглосуточным пребыванием детей должно составлять 500 м. На собрании по обсуждению отчета об оценке воздействия на окружающую среду по объекту планируемой реконструкции, состоявшемся 23.08.2017 г. в агрогородке Острошицкий Городок (далее – собрание по обсуждению отчета), был рассмотрен вопрос проложения трассы автомобильной дороги Р-80 в обход д. Околица. Предложенный общественностью вари-

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1	2	3	4
			<p>ант обхода населенного пункта Околица членами комиссии признан не соответствующим действующему законодательству Республики Беларусь в области охраны окружающей среды и санитарно-эпидемиологического благополучия населения.</p> <p>2. Государственным предприятием «Белгипродор» по обращениям граждан доработано проектное решение и на официальном сайте РУП «Минскавтодор-Центр» 03.08.2017 г. опубликовано предложение по размещению в районе деревни Околица транспортной развязки без распределения транспортных потоков по ул.Луговая и ул.Солнечная. В рамках собрания по обсуждению отчета данный вариант также был рассмотрен.</p> <p>3. Согласно информации Государственного учреждения «Республиканский центр по гидрометеорологии, контролю радиоактивного загрязнения и мониторингу окружающей среды» от 17.05.2017 г. № 14.4-18/501 фоновые концентрации загрязняющих веществ (в т.ч. бенз(а)пирена, оксида углерода, твердых частиц) в атмосферном воздухе на территории жилой застройки, прилегающей к объекту планируемой реконструкции, соответствуют нормативам предельно допустимых концентраций загрязняющих веществ в атмосферном воздухе, утвержденным постановлением Министерства здравоохранения Республики Беларусь 08.11.2016 г. №113.</p> <p>Согласно результатам расчета рассеивания ожидаемых выбросов автотранспорта, прогнозируемые расчетные концентрации загрязняющих веществ в атмосферном воздухе на границе ближайшей жилой застройки не превысят установленные гигиенические нормативы.</p> <p>В Республике Беларусь законодательно запрещено использование этилированного бензина, применение в автомобильном бензине металлосодержащих присадок, содержащих свинец, марганец и железо. Таким образом, дополнительного загрязнения селитебной территории свинцом и другими тяжелыми металлами от выбросов автотранспорта не прогнозируется.</p> <p>4. Обоснованием инвестиций предусматривается реконструкция существующей автомобильной дороги, проходящей по деревне Околица в условиях сложившейся застройки. Пунктом 4.7 ТКП 45-3.03-19-2006 установлено, что</p>

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1	2	3	4
			в условиях реконструкции при прохождении дороги I-в категории на расстоянии менее 200 м от оси дороги до линии жилой застройки, следует, в случаях необходимости, определяемой специальными расчетами, назначать мероприятия по защите прилегающих территорий от транспортного шума.
12.	Коллективное обращение жителей д.Околица	<p>1. Несогласие с устройством транспортной развязки в д.Околица.</p> <p>2. Предусмотреть в проекте устройство пешеходных и велодорожек, соединяющих части д.Околица, и с велодорожкой, проходящей вдоль автодороги М-3.</p> <p>3. Внести в проект строительство двух детских игровых площадок с обеих сторон деревни Околица, в отдалении от автодороги.</p> <p>4. Выполнить ремонт аварийно-опасных участков улиц, в том числе ул.Луговой.</p>	<p>1. Расположение транспортной развязки откорректировано.</p> <p>2. При разработке проектной документации, пожелания жителей по возможности будут учтены. Пешеходные и велодорожки будут предусмотрены проектом.</p> <p>3. Строительство детских площадок не входит в компетенцию РУП «Минскавтодор-Центр».</p> <p>4. Ремонт аварийно-опасных участков ул.Луговая не входит в компетенцию РУП «Минскавтодор-Центр».</p>
13.	ОО «Минское велосипедное общество»	<p>1. Признать общественные обсуждения ОВОС (с 29.07.2017 по 28.08.2017) несостоявшимися и провести их повторно (нарушение регламента проведения процедуры общественных обсуждений Минским райисполкомом).</p> <p>2. Привлечь должностных лиц Минского райисполкома к ответственности за нарушение процедуры проведения ОВОС</p>	<p>Общественные обсуждения отчета об ОВОС признаны несостоявшимися. На сайте Минского районного исполнительного комитета будет размещена информация о времени проведения повторного обсуждения отчета об ОВОС.</p>
Отзывы, поступившие электронными обращениями:			
14.	Ивашкевич Н.А. д.Околица, ул.Шоссейная,17	1. Проложить автомобильную дорогу в обход д.Околица.	<p>Принято частично.</p> <p>1. Реконструкция автодороги запланирована с максимальным сохранением</p>

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		2. Изменение схемы транспортной развязки в д.Околица. 3. При строительстве дороги будут уничтожены липовые, еловые аллеи и другие зеленые насаждения.	существующего направления в плане и продольном профиле. См.п.11 сводки отзывов. 2. Схема транспортной развязки откорректирована. 3. Посадки зеленых насаждений будут максимально сохранены.
15.	Дудалева С.А. д.Раубичи, ул.Солнечная,19	1. Несогласие в части устройства развязки на автодороге Р-80 в деревне Раубичи, в частности по ул. Солнечная	Схема транспортной развязки откорректирована. В деревне Раубичи развязка исключена.
16.	Брайлян В.А. (silvriv71@alfa100.com)	1. Будет ли сохранена лесополоса, отделяющая трассу от жилой улицы. 2. Планируется ли установка в этом месте шумозащитных экранов	1. Посадки будут максимально сохранены 2. Проектом будет предусмотрено устройство шумозащитных экранов
17.	Янкина И.М. д.Околица, ул.Шоссейная,14А	1. Отсутствие проездов для крупногабаритной техники по ул.Шоссейная. 2. Отсутствие заезда к жилому дому по адресу д.Околица, ул.Шоссейная, 14А. 3. Установка шумозащитного экрана вдоль домов по ул.Шоссейная.	Ул. Шоссейная остается в существующих параметрах. Проектом предусмотрено устройство шумозащитных экранов.
Отзывы, поступившие по телефону:			
Не поступали			
Отзывы, поступившие в ходе собрания по обсуждению отчета об ОВОС, состоявшемся 23.08.2017:			
18.	Ивашкевич Н.А. - житель д. Околица, ул. Шоссейная, 17/рег.№4 тел. 80296778669	1. Соблюдены ли нормы по продольному уклону проезда между ул. Солнечная и ул. Шоссейная? 2. Можно ли рассматривать вопрос о переносе автомобильной дороги Р-80 в объезд д. Околица Минского района по землям ОАО «1-я Минская птицефабрика»? 3. Будут ли соблюдаться санитарные	1. По результатам выполненных топо-геодезических изысканий, существующий продольный уклон находится в рамках допустимых значений для улиц населенных пунктов. 2. Такой перенос трассы автодороги невозможен в связи с тем, что в этом случае будут затронуты земли Республиканского ландшафтного заказника «Прилепский». 3. Устройство шумозащитного экрана обеспечит регламентированные санитарными нормами допустимые уровни шума. Превышения предельно допустимых концентраций (ПДК) загрязняющих веществ в атмосферном воз-

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1	2	3	4
		<p>нормы по обеспечению допустимых уровней шума на территории жилой застройки н.п. Околица; обеспечит ли устройство шумозащитного экрана защиту от шума, пыли, вредных выбросов?</p> <p>4. Выступаю против реконструкции автодороги Р-80 в связи с увеличением времени прибытия скорой помощи, пожарной техники. В жаркую погоду движение большегрузной техники по автодороге днем запрещено, в связи с чем в ночное время увеличивается вибро-шумовая нагрузка. Предлагаю проложить автодорогу в обход населенных пунктов с южного направления по землям Республиканского ландшафтного заказника «Прилепский».</p>	<p>духе прилегающих населенных пунктов в результате реконструкции автомобильной дороги не ожидается.</p> <p>4. По данной категории земель прохождение автомобильной дороги невозможно. В соответствии с Положением о республиканском ландшафтном заказнике «Прилепский», утвержденным постановлением Совета Министров Республики Беларусь от 20.09.2000 г. № 1451, возведение объектов строительства на территории заказника запрещается.</p> <p>Конструктивное решение устраиваемого покрытия обеспечит бесперебойное движение транспорта даже при аномально высоких летних температурах.</p>
19.	Пивоварчик С.П. - житель д. Околица (пер. Шосейный, д. 3)/рег.№17	<p>1. Обеспечит ли шумозащитный экран защиту от тяжелых металлов, в том числе свинца?</p> <p>2. Возможно ли рассматривать вопрос о переносе автомобильной дороги Р-80 в объезд по землям Республиканского ландшафтного заказника «Прилепский»?</p>	<p>1. Согласно действующему законодательству, в автомобильном бензине применение присадок, содержащих свинец, марганец, железо, не допускается. Использование этилированного бензина на территории Республики Беларусь запрещено. Таким образом, дополнительное загрязнение примыкающих территорий тяжелыми металлами от выбросов автотранспорта не прогнозируется.</p> <p>2. По данной категории земель прохождение автомобильной дороги невозможно. В соответствии с Положением о республиканском ландшафтном заказнике «Прилепский», утвержденным постановлением Совета Министров Республики Беларусь от 20.09.2000 г. № 1451, возведение объектов строительства на территории заказника запрещается. При устройстве такого обхода н.п. Околица трасса должна будет пройти между детским оздоровитель-</p>

№ п/п	ФИО, контактная информация участника общественных обсуждений / регистрационный номер участника собрания	Содержание вопроса, замечания и (или) предложения	Ответ на вопрос, информация о принятии либо обоснование отклонения замечания и (или) предложения
1	2	3	4
			ным лагерем и садоводческим товариществом, расстояние между которыми в настоящее время составляет 103 м. Такое расположение трассы также невозможно, поскольку СанПиН «Требования к оздоровительным организациям для детей», утвержденными постановлением Министерства здравоохранения Республики Беларусь 26.12.2012 г. № 205, регламентировано расстояние от автомобильных дорог I, II, III категорий до оздоровительных организаций с круглосуточным пребыванием детей – 500 м.
20.	Корчик И.Н. – жительница д. Околица, ул. Центральная, д.4 тел. +375297769422/рег.№1	1. Планируется ли освещение подземных пешеходных переходов? 2. Будет ли барьерное ограждение на разделительной полосе?	1. Освещение подземных пешеходных переходов предусмотрено. 2. Предпроектной документацией барьерное ограждение на разделительной полосе предусмотрено.

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