



### Project Summary Information

Date of Document Preparation: November 1, 2019

<b>Project Name</b>	Rehabilitation and Upgrading of National Road R46
<b>Document Code</b>	PD000326-PSI-BLR
<b>Region</b>	The Republic of Belarus
<b>Sector/Subsector</b>	Transport / Roads
<b>Status of Financing</b>	Under Preparation
<b>Project Description</b>	<p>The project will rehabilitate and upgrade the road section between KM 0+000 and KM 61+500 of the R46 (from Lepel to Polotsk); construct a new bypass around the city of Polotsk, including a major bridge over the Western Dvina River; and strengthen the existing city bridge allowing for local/city traffic and traffic loads above current 5 ton/axle limit. The project will comprise three components:</p> <ul style="list-style-type: none"><li>- Component A: Pre-construction activities, including field investigations, detailed designs, Environmental and Social Impact Assessment, and preparation of the tender documents;</li><li>- Component B: Road rehabilitation and upgrading, and construction of the bypass and new bridge, and strengthening of existing city bridge, including civil works and full-time field supervision on the construction;</li><li>- Component C: Technical assistance for management and implementation of the project.</li></ul>
<b>Objective</b>	The objective of the Project is to increase the road transport capacity of a prioritized section of National Road R46 in order to accommodate fast-growing transport needs of freight and passengers along the route, specifically related to the increasing international through-traffic between Belarus and Russia.
<b>Expected Results</b>	<ul style="list-style-type: none"><li>i) percentage of the main project beneficiaries expressing satisfaction with the quality of the road;</li><li>ii) reduction in the number of severe injuries and fatalities on the road;</li><li>iii) reduction in travel time from Lepel to Polotsk;</li><li>iv) reduced in congestion and travel time in the city of Polotsk.</li></ul>

<b>Environmental and Social Category</b>	Category B
<b>Environmental and Social Information</b>	<p>The Bank’s Environmental and Social Policy (ESP), including the Environment and Social Standards (ESSs) and the Environmental and Social Exclusion List will apply to this Project. An initial review has determined that ESS 1 (Environmental and Social Assessment and Management) and ESS 2 (Involuntary Resettlement) will be applicable to this Project. The Project has been classified as Category B, since the environmental and social risks and impacts are relatively limited, reversible, localized, and will mainly occur during the construction phase.</p> <p>In accordance with the Bank’s ESP, the domestic Environmental Impact Assessments (EIAs) for R46 and the Polotsk bypass will be upgraded to Environmental and Social Impact Assessments (ESIAs) accompanied by Environmental and Social Management Plans (ESMPs). In particular, the ESIA for the Polotsk bypass will include ESMPs for the bypass, the new bridge and the strengthening of the existing city bridge respectively. A Resettlement Planning Framework (RPF) will be prepared to cover both National Road R46 and Polotsk bypass to address any physical and/or economic displacement caused by the project, whether of a temporary or permanent nature.</p> <p><b>Environmental Aspects.</b> The Project is located in wildlife migration corridors, so the design aims to propose wildlife crossings and other protective measures. It is envisaged that the main environmental impacts of the Project will be temporary and reversible, which will take place during construction and maintenance periods. The management, mitigation, and monitoring measures to address these risks and impacts will be identified in the ESMPs. The ESMPs will also set out the institutional arrangements for occupational health and safety and environmental management, a monitoring plan, and will include a capacity building program.</p> <p><b>Social Aspects.</b> Project work may create temporary negative social impacts, such as restrictions on access to land and economic activities that will be managed in accordance with the provisions of the ESMPs and RPF.</p> <p><b>Stakeholder Engagement and Information disclosure.</b> Stakeholder consultations will be conducted with Project-affected people, with their views and concerns addressed during the updating of the EIA. The environmental and social documentation in English and in Russian will be disclosed both online (on the websites of the Client and AIIB) and made available in hard copy in the Project area.</p>

	<b>Project-level Grievance Redress Mechanism.</b> A multi-tier Grievance Redress Mechanism (GRM) will be developed in accordance with Bank's ESP.					
<b>Cost and Financing Plan</b>	Item	Project Cost (USD m)	Financing (USD m and %)			
			AIIB		Gov.	
	Baseline Costs					
	Component A: Pre-construction activities	12.0	1.0	8%	11.0	92%
	Component B: Implementation of the Project	264.0	250.0	95%	14.0	5%
	Component C: Technical support and Project Management	5.0	2.0	40%	3.0	60%
	Net Project Cost (Exclusive of VAT and Import Duties):	<b>281.0</b>	<b>253.0</b>	<b>90%</b>	<b>28.0</b>	<b>10%</b>
	Capitalized Front-end Fee, Commitment Fees and Interest During Construction <sup>1</sup> :	<b>5.0</b>	<b>5.0</b>			
	<b>Grand Total</b>	<b>286.0</b>	<b>258.0</b>	<b>90%</b>	<b>28.0</b>	<b>10%</b>
<b>Borrower/Investee Company/Counterparty/Guaranteed entity</b>	Ministry of Transport and Communication will represent the government of Belarus through a president decree.					
<b>Implementing Entity/Sponsor</b>	TBD (a single agency under the Ministry of Transport and Communication).					
<b>Estimated date of loan closing</b>	12/2025					

<sup>1</sup> This is an estimation, which is to be further discussed with the client during the project preparation.

<b>Contact Points:</b>	<b>AIIB</b>	<b>Borrower</b>	<b>Implementation Organization/Sponsor</b>
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<b>Date of Concept Decision</b>	Nov. 2019		
<b>Date of Appraisal Decision/Estimated Date of Appraisal Decision</b>	July 2020		
<b>Date of Financing Approval/Estimated Date of Financing Approval</b>	Q4/2020		

<b>Independent Accountability Mechanism</b>	Project-affected People's Mechanism (PPM) has been established by the Bank to provide an opportunity for the independent and impartial review of submissions from Project-affected people who believe they have been or are likely to be adversely affected by the Bank's failure to implement its ESP in situations when their concerns cannot be addressed satisfactorily through the Project-level GRM or the processes of the Bank's Management. For information on the PPM, please visit: <a href="https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html">https://www.aiib.org/en/policies-strategies/operational-policies/policy-on-the-project-affected-mechanism.html</a>
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