

# Social Monitoring Report

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Project Number: 53178-001  
Semestral Report (January–June 2022)  
July 2022

## Georgia: East–West Highway (Shorapani–Argveta Section) Improvement Project

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## **ABBREVIATIONS**

ADB	Asian Development Bank
AIDS	Acquired Immune Deficiency Syndrome
AP	Affected Person
AIDS	Acquired Immune Deficiency Syndrome
CR	Compliance Report
CSC	Construction Supervision Consultant
DP	Displaced Person
EMC	External Monitoring Consultant
ETCIC	Eurasian Transport Corridor Investment Center
GEL	Georgian Lari
GoG	Government of Georgia
GRC	Grievance Redress Mechanism
HH	Households
HIV	Human Immunodeficiency Virus
IA	Implementing Agency
IFC	International Finance Corporation
IP	Indigenous People
IR	Involuntary Resettlement
LAR	Land Acquisition and Resettlement
LARF	Land Acquisition and Resettlement Framework
LARP	Land Acquisition and Resettlement Plan
LE	Legal Entity
MFF	Multi-tranche Financing Facility
RDMRDI	Ministry of Regional Development and Infrastructure
RD	Roads Department
NGOs	Non-Government Organizations
PAM	Project Administration Manual
PCP	Public Communication Policy
PPE	Personal Protection Equipment
ROW	Right-of-Way
SASSMR	Semi Annual Social Safeguard Monitoring Report
SPS	Safeguard Policy Statement (2009)

## DEFINITION OF TERMS

<b>Carriageway</b>	The part of the road that is available for traffic. It does not include the shoulders.
<b>Construction limit</b>	The maximum extent of the area in which the contractor may work.
<b>Corridor of impact</b>	This is the area that is likely to be physically affected by the construction, including locations adjacent to the actual construction that may be affected by noise, vibration, etc.
<b>Cut-off-Date</b>	The completion date of the census of project-displaced persons is usually considered the cut-off date. A cut-off date is normally established by the borrower government procedures that establish the eligibility for receiving compensation and resettlement assistance by the project displaced persons. In the absence of such procedures, the borrower/client will establish a cut-off date for eligibility.
<b>Displaced Persons</b>	In the context of involuntary resettlement, displaced persons are those who are physically displaced (relocation, loss of residential land, or loss of shelter) and/or economically displaced (loss of land, assets, access to assets, income sources, or means of livelihoods) as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions on land use or access to legally designated parks and protected areas.
<b>Eminent domain</b>	The right of the state using its sovereign power to acquire land for public purposes. National law establishes which public agencies have the prerogative to exercise eminent domain.
<b>Encroachers</b>	People who have trespassed onto Public/ Private/ Community land to which they are not authorized. If such people arrived before the entitlements cut-off date, they are eligible for compensation
<b>Entitlements</b>	Range of measures comprising compensation, income restoration, transfer assistance, income substitution, and relocation, which are due to displaced persons, depending on the nature of their losses, to restore their economic and social base.
<b>Expropriation</b>	Process whereby a public authority, usually in return for compensation, requires a person, household, or community to relinquish rights to land that it occupies or otherwise use.
<b>Formation width</b>	The outer boundary of the construction including the embankment (if any).
<b>Household</b>	A household is a group of persons who commonly live together with common in comes and take their meals from a common kitchen.
<b>Income Restoration</b>	Re-establishing productive livelihood of the displaced persons to enable income generation equal to or, if possible, better than that earned by the displaced persons before the resettlement.

<b>Indigenous People</b>	Indigenous Peoples are those who are identified in particular geographic areas based on these four characteristics: (i) self-identification as members of a distinct indigenous cultural group and recognition of this identity by others; (ii) collective attachment to geographically distinct habitats or ancestral territories in the project area and to the natural resources in these habitats and territories; (iii) customary cultural, economic, social, or political institutions that are separate from those of the dominant society and culture; and (iv) an indigenous language, often different from the official language of the country or region.
<b>Involuntary Resettlement</b>	Land and/or asset loss, which results in a reduction of livelihood level. These losses have to be compensated for so that no person is worse off than they were before the loss of land and/or assets.
<b>Legal Entity</b>	Legally registered enterprise established by two or several individuals or companies vested with its separate property, rights and liability such as a limited liability partnership (LLP), and joint stock company (JSC).
<b>Physical displacement</b>	Means relocation, loss of residential land, or loss of shelter as a result of (i) involuntary acquisition of land, or (ii) involuntary restrictions or land use or on access to legally designated parks and protected areas.
<b>Meaningful Consultation</b>	is a process that (i) begins early in the project preparation stage and is carried out on an ongoing basis throughout the project cycle; (ii) provides timely disclosure of relevant and adequate information that is understandable and readily accessible to affected people; (iii) is undertaken in an atmosphere free of intimidation or coercion; (iv) gender-inclusive and responsive, and tailored to the needs of disadvantaged and vulnerable groups; and (v) enables the incorporation of all relevant views of affected people and other stakeholders into decision making, such as project design, mitigation measures, the sharing of development benefits and opportunities, and implementation issues.
<b>NGO</b>	Non-Government Organizations (NGO) are private voluntary organizations registered with Georgian Government. There are number NGOs working in Georgia performing activities to relieve suffering, promote the interests of the poor, protect the environment, provide basic social services, or undertake community development, etc.
<b>Physical Cultural Resources</b>	Defined as movable or immovable objects, sites, structures, groups of structures, and natural features and landscapes that have archaeological, paleontological, historical, architectural, religious, aesthetic, or other cultural significance. Physical cultural resources may be located in urban or rural settings, and may be above or below ground, or underwater. Physical cultural resources are important as sources of valuable scientific and historical information, as assets for economic and social development, and as integral parts of a people’s cultural identity and practices. Their cultural interest may be at the local, provincial or national level, or within the international community.

<b>Pavement width</b>	Generally understood to be the width of the carriageway, but may include the shoulders if these are sealed.
<b>Replacement Cost</b>	Replacement cost involves replacing an asset at a cost prevailing at the time of its acquisition. This includes fair market value, transaction costs, interest accrued, transitional and restoration costs, and any other applicable payments, if any. Depreciation of assets and structures should not be taken into account for replacement cost. Where there are no active market conditions, replacement cost is equivalent to delivered cost of all building materials, labor cost for construction, and any transaction or relocation costs.
<b>Security of tenure</b>	Protection of resettled persons from forced evictions at resettlement sites. Security of tenure applies to both titled and non-titled displaced persons.
<b>Severely affected household</b>	include those AHs (i) losing 10% or more than 10% of their productive assets/income generating which is the total land holding of the AH compared to the affected land by the project, (ii) physically displaced HH and (iii) households losing commercial/business establishments.
<b>Squatter</b>	Household or person occupying public lands without legal arrangements with the Government of Georgia or any of its concerned agencies is a squatter to the lands.
<b>Vulnerable Household</b>	Households with an average per capita income below poverty line are considered vulnerable and are entitled to get the vulnerability allowance. It also includes very poor, women headed household, old aged and handicapped.



## **1. Resettlement Monitoring**

1. Resettlement Monitoring and Evaluation is an integral part of the resettlement process which entails monitoring of preparation and implementation of Land acquisition & Resettlement Plan (LARP), as laid down in the ADB's Safeguard Policy Statement 2009 (SPS), and ADB's Guidelines on Monitoring & Evaluation of Resettlement, 2003. This is also meeting the project loan requirement. The objective of monitoring is to review and assess the implementation of LARP and to validate the i) implementation of LARP, ii) payment of compensation to DPs and livelihood restoration support, iii) effectiveness and adequacy of compensation entitlements and any improvements in the livelihood of those poor and vulnerable, iv) any deviation, gaps or safeguards noncompliance pertaining to (a) payment of compensation to DPs prior to start of construction work, and (b) safeguards monitoring and any corrective actions needed to address safeguards noncompliance in implementation.

2. This Semiannual Social Safeguards Monitoring Report (SASSMR) has been prepared for the East-West Highway Improvement Project (Shorapani- Argveta Section) in Georgia. The report covers the LARP implementation progress achieved during the period from January to June 2022. The progress presented in the report highlights disbursement of compensation to APs, community consultations, grievance redress mechanism, redressing of grievance, lessons learned and the recommendations for continued safeguards compliance and further improvement for the next stage of the program.

### **1.1 Background Information**

3. The Government of Georgia is endeavoring to make Georgia a regional and logistics hub and more attractive for businesses. The East West Highway (EWH), stretching 410 km from Sarpi on the Black Sea, at the border with Turkey, through the center of the country to the capital Tbilisi and on to the border with Azerbaijan, is the main inter-regional and international route between western and eastern Georgia, as well as its neighboring countries. Representing about 2% of Georgia's road network and one fourth of its international roads, the EWH serves 8,000 to 10,000 vehicles per day and carries over 60% of the country's international trade. The EWH will be an integral part of one of the six key CAREC corridors providing the shortest transit link to connect Central Asia with Europe and East Asia.

4. In light of the traffic growth on EWH, the high percentage of truck traffic, and the difficult terrain and resulting geometric profiles, capacity expansion of the current 2-lane mountainous section between Chumateleti and Argveta is crucial to realizing full potential of the EWH. Therefore, the Government has requested the Asian Development Bank (ADB) and several other development partners to finance the remaining bottleneck sections (Chumateleti - Argveta) on the EWH.

### **1.2 Project Description**

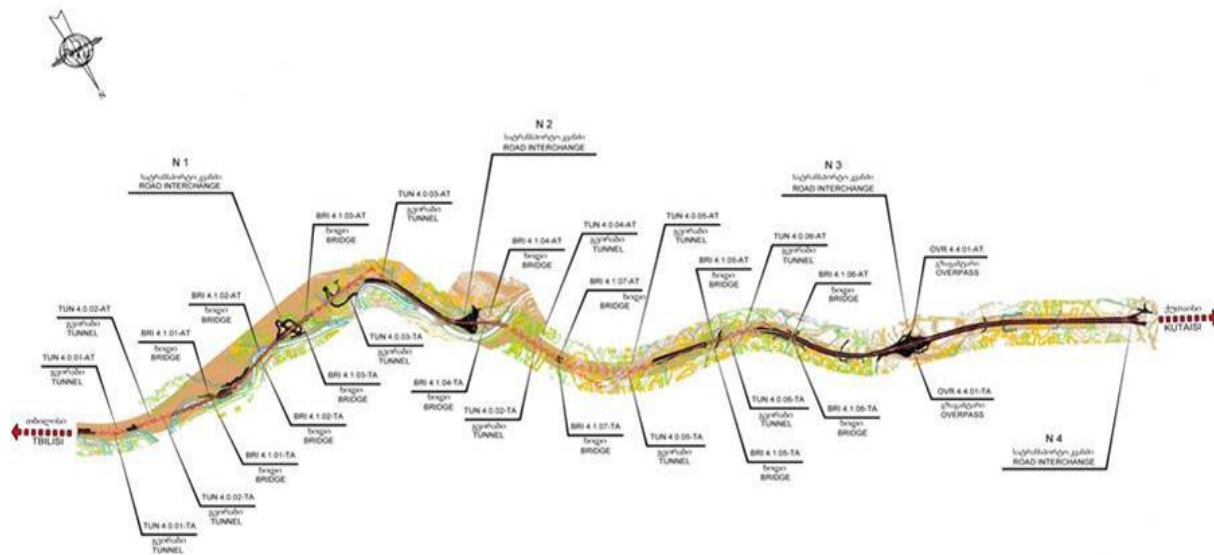
5. The proposed project will finance the construction of about 14.7 kilometers (km) of an access-controlled, dual two-lane carriageway, partly on new alignment, on the East–West Highway (EWH) between Shorapani and Argveta, which is part of Corridor 2 of the Central Asia Regional Economic Cooperation (CAREC) Program. The project will also include (i) improving about 6.3 km of secondary roads connecting to the section and detail is given in Annex-K, (ii) increasing road safety through road safety works and a road safety awareness campaign, (iii) implementing overload control, and (iv) pursuing the performance-based maintenance (PBM)

contracting initiative. The project will expand the efforts of the Asian Development Bank (ADB) and other development partners in this critical economic corridor and will enhance inclusive economic growth and regional connectivity.

6. The Shorapani–Argveta Road Section F4 (E60 Highway) (the Project) was prepared under a small-scale technical assistance program. The proposed section improvement required the construction of twelve (12) tunnels, now it is reduced to 10 (ten) tunnel, fourteen (14) bridges, four (4) interchanges, and several deep open cuts and high embankments with a total length of 14.7 Km.

7. The project is located in the Imereti Region and starts at the end of Section F3 of the corridor of Highway 60. The Project alignment map is included (Figure 1.1).

**Figure 1.1: Showing the location map of East–West Highway (Shorapani–Argveta F4 Section)**



### 1.3 Overview of the LARP and Associated Impacts

8. Section F4 was originally considered for funding from JICA. Accordingly, the LARP was prepared and approved according to JICA guidelines for Environmental and Social. Nonetheless, when the Government of Georgia (GOG) had received a loan from the Asian Development Bank (ADB) through a Multi tranche Financing Facility (MFF) for implementing the Road Corridors Development Program (the Program) to rehabilitate, improve, or construct several roads in various regions of Georgia, including Shorapani–Argveta section (E60 Highway Route) to be financed under a separate funding mechanism; it was identified that the road section (F4) to which this LARP applies would then be financed by the ADB.

9. The LARP review identified aspects requiring additional improvement and specific activities to allow the updated LARP to meet the requirements and standards of the “Implementation Ready LARP” developed in compliance with country legislation and ADB SPS 2009, and best practice from recent ADB financed projects in Georgia. Results and gaps identified

during the LARP audit are described in the CAP (discussed in the beneath section (1.6) to ensure that the project is prepared to accept safeguard standards.

10. The LARP was approved in October 2019. Afterward, adjustment of the LARP was required due to the emergence of some new impacts (to include or exclude) caused due to adjustments of the right of way (RoW) through design considerations considering the existing situation.

11. The second LARP addendum (November 2020) covers 46 land plots impacted by two access roads. One of the access roads (PK 83+00-PK 91+00) with the length of 1.3 km is for connection of Zestaponi to the land plots on the other side of the highway and the second road with a length of 340 m is to access tunnel portals (at PK 71+00) during the construction and operation phase.

12. LARP Addendum 3 has been prepared in Feb 2022 due to a new design proposed that the variation in the Tunnel 6 envisages the construction of a highway instead of Tunnel 6. In particular, the mentioned section will be excavated. The maximum height of the land excavation (cut) from the level of the variation highway is up to 22 meters. Throughout the length of the open excavation, protective measures will be implemented for slope stability. As the land will be excavated, it is planned to construct the overpass and access roads (in strict compliance with the safety standards) for local people to access both sides of the road. Based on the design variation, a total of 69 properties (57 land plots and 12 apartments) will be affected by the design variation. The Addendum to LARP (revised draft) was submitted to ADB for approval on 16 June 2022.

#### **1.4 Summary of Impacts as of LARP**

13. Table 1.1 below represents the number and the impacted area of the land plots, as well as the number of AHs included in LARP (and two addendums) of section F4 and the corresponding numbers covered under Compliance Report (CR) 1, CR 2 and CR 3. These compliance reports were approved in October 2020, May 2021 and January 2022 respectively. The CR 4 is under preparation. The CR 4 will be submitted once addendum 3 is approved (by ADB) and implemented (to be expected in October 2022 and reported in the forthcoming SASMR of January 2023).

**Table 1.1 - Summary of Project Impact (as of CR3)**

<b>Description</b>	<b>No. of Plots</b>	<b>No. of AHs</b>	<b>No. of APs</b>	<b>Male</b>	<b>Female</b>	<b>Severely impacted</b>	<b>Vulnerable</b>	<b>Physical Displacement</b>
a)Project affected parcels (with NAPR registration) purchased by RD through sales agreement	324	237	789	410	379	211	14	26
b)Project affected land parcels (without NAPR registration) acquired by RD through compensation	48	21	42	24	18	19	1	0
c)APs compensated for income loss due to business stoppage	-	-	5	3	2	1	0	0
d)APs (compensated street vendors)	-	-	5	3	2	2	-	-
e)AP compensated for loss of wages/salaries	-	-	3	2	1	-	-	-

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Description	No. of Plots	No. of AHs	No. of APs	Male	Female	Severely impacted	Vulnerable	Physical Displacement
<b>Sub-total - A</b>	<b>372</b>	<b>258</b>	<b>844</b>	<b>442</b>	<b>402</b>	<b>235</b>	<b>15</b>	<b>26</b>
• Project affected parcels (with NAPR registration) purchased by RD through sales agreement	242	177	300	152	148	142	1	5
• Project affected land parcels (without NAPR registration) acquired by RD through compensation	17	(15)	(22)	(13)	(9)	2	0	0
• APs compensated for income loss due to business stoppage	-	-	3	2	1	-	0	0
• APs (compensated street vendors)	-	-	(1)	1	-	-	-	-
• AP compensated for loss of wages/salaries	-	-	4	2	2	-	-	-
<b>Sub-total - B (Without double counting)</b>	<b>259</b>	<b>177</b>	<b>307</b>	<b>157</b>	<b>151</b>	<b>144</b>	<b>1</b>	<b>5</b>
• Project affected parcels (with NAPR registration) purchased by RD through sales agreement	60	35 1 A E	49	28	21	31	1	2
• Project affected land parcels (without NAPR registration) acquired by RD through compensation	14	(11)	(17)	(6)	(11)	0	0	0
• APs compensated for income loss due to business stoppage	-	-	-	-	-	-	0	0
• APs (compensated street vendors)	-	-	-	-	-	-	-	-
• AP compensated for loss of wages/salaries	-	-	-	-	-	-	-	-
<b>Sub-total - C (Without double counting)</b>	<b>74</b>	<b>35</b> 1 A E	<b>49</b>	<b>28</b>	<b>21</b>	<b>31</b>	<b>1</b>	<b>2</b>
<b>Grand Total</b>	<b>705</b>	<b>470</b> 1 A E	<b>1230</b>	<b>627</b>	<b>574</b>	<b>410</b>	<b>17</b>	<b>33</b>

### 1.5 Resettlement Budget

14. The Roads Department (RD) is responsible for finding the project related funding and arranged the required budgets through the Ministry of Finance. An independent evaluator has determined Land compensation value. Land plots have been divided into 4 categories based on their location and usage. The compensation cost of structures is determined by considering all costs necessary for reconstruction of the same building, with current market prices of construction materials. Following approval of LARP, funds were provided to the EA before the disbursement of compensation to APs as per approved LARP. An agreement is signed with the legalized APs of lands indicating that they accept the compensation proposed to them. If an AP does not sign the contract, RD initiate expropriation proceedings on the case. Based on the decision of the

court, RD deposits the full compensation amount to the special bank account of the Notary Public or the amount is transferred to the presented account number of the AP.

## **1.6 Temporary Impacts**

15. Temporary impacts relate to construction camp’s temporary facilities so, the Contractor is finalizing the land lease agreements with the landowners. In particular, land leasing is needed for campsite, batching plant, segment plant, crushing plant and spoil disposal areas as discussed in Annex-B.

## **1.7 Additional Land Acquisition**

16. The additional land acquisition is identified during the construction stage of the project. A total of 21 land plots and 3 building structures (2 residential houses and 1 auxiliary building) located on tunnel portal 6 at a distance of less than 25 meters are needed to be acquired by RD in addition to the original LARP. The details are discussed in table 1.2 below. So far, RD has acquired 3 land plots and 2 residential buildings. The land compensation has been disbursed to these landowners including the payment of vulnerability and impact severity allowances (where applicable). However, given that those cases haven’t been reported through any LARP addendum, the additional impacts will be validated and reported by EMA in the relevant compliance report No.4 to be expected in October 2022. The gaps, if any, identified through the CR 4 associated with the acquired land plots will be fulfilled by RD. Valuation of the remaining land plots and the auxiliary building is ongoing and as it is finalized, the redemption process will be started.

17. Similarly, 5 residential buildings along with the land plots will need to be acquired as the Project envisages the relocation of the existing 110KV power transmission lines, which cross over the private land plots and residential houses from Pk11+450 to Pk14+680. According to the applicable standards, 20-meter protection zone is considered for 110KV power transmission lines. The number of land plots are unknown due to unavailability of cadastral information of the particular reach. RD expects to complete the exact measurement of land plots early August 2022. RD will initiate preparation of LARP Addendum No. 4 upon evaluation of land plots by the independent evaluator. The process of compensation disbursement will commence after approval of LARP Addendum 4 by ADB.

**Table 1.2 - Showing the Detail of Additional Land Acquisition**

<b>Tunnel No.</b>	<b>Number of Land Plots</b>	<b>Area (Square Meter)</b>	<b>Number of AHs/APs</b>	<b>Remarks</b>
4001	4	916	Under Compilation	
4002	1	119	Under Compilation	
4003	1	292	Under Compilation	
4005	15	2905	Under Compilation	3 land plots have already been acquired.
<b>Sub-Total</b>	<b>21</b>	<b>4232</b>		17 agricultural, 2 non-agricultural and 2 non registered <sup>1</sup>
Affected Structures				

<sup>1</sup> The information is under compilation and will be provided in the next SMR to be submitted in January 2023.

Tunnel No.	Number of Land Plots	Area (Square Meter)	Number of AHs/APs	Remarks
Residential	2	n/a		These two structures have already been acquired
Auxiliary	1	n/a		
<b>Sub-total</b>	<b>3</b>	<b>-</b>		
<b>Grand Total</b>	<b>24</b>	<b>4,232</b>		

## 1.8 Preparation of Allied Safeguard Documents

18. RD, through its consultant prepared the following allied safeguard documents to ensure the safeguard compliance throughout the project implementation. These are: i) Safeguard Due Diligence Report (SDDR), ii) Corrective Action Plan (CAP), iii) Addendum 1, ii) Addendum 2 and iv) Addendum 3. All the documents are disclosed on the ADB website<sup>2</sup>.

### 1.8.1 Preparation of Safeguard Due Diligence Report

19. The approved LARP was developed in compliance with the Resettlement Policy Framework (RPF) with support from the World Bank (WB) for the East West Highway Improvement Corridor Project. However, when the Government of Georgia (GOG) had received a loan from the Asian Development Bank (ADB) through a Multi tranche Financing Facility (MFF), a decision was made to conduct due diligence of approved LARP, review existing documentation for land acquisition activities on F4, and assess LARP compliance with ADB SPS 2009, and then based on the LARP audit, prepare Corrective Action Plan (CAP) for the LARP to achieve the project consistency with ADB's Safeguards Policy Statement (2009). Therefore, the Consultants, within the scope of the assignment conducted necessary activities, desk reviews and on-site studies and prepared SDDR in September 2019.

### 1.8.2 Preparation of Corrective Action Plan (CAP)

20. The LARP review (under SDDR) identified additional improvements and specific activities to meet the requirements and standards of the "Implementation Ready LARP" developed in compliance with country legislation and ADB SPS 2009. In addition, to ensure the project is prepared to acceptable safeguards standards. So, following a due diligence and gap analysis, was updated through CAP to comply with ADB's Safeguard Policy Statement (SPS 2009) provisions. The main gaps addressed are as follows:

- "Registration cost will be covered by the Project", if any remaining part of the land owned by the registered owners is no longer appropriate for such remaining part will also be purchased subject to the agreement with the owner. The land is registered in NAPR (National Agency of Public Registry). While the F4 EM (Entitlement Matrix) presented in the LARP does not specify that registration costs will be paid by the Project.
- Additional compensation to be specified in the amount equal to full compensation of lost income for 1 extra year while the F4 EM gives compensation for up to 3 years of yield plus any proven improvements to the leased land.
- The amount of minimum subsistence level to be increased up to 1 year while there was the provision of subsistence allowance for 3-months in the F-4 approved LARP.

<sup>2</sup> <https://www.adb.org/projects/53178-001/main>

- Corrective action required 3 categories: i) elderly households with no means of support; ii) households without security of tenure; and iii) cultural or ethnic minorities are left out from the F4 EM and need to be included.
- CAP indicates that the threshold for severe impacts needs to be decreased from 20% to 10%.

### **1.8.3 Preparation of Addendum - 1**

21. The Addendum-1 was prepared in August 2018 and purpose was to include those additional plots, which were at risk due to the construction activities besides requests of APs for inclusion of their residential structures for compensation. Thus, Addendum 1 covered all 11 AHs 13 residential plots including 6 Private Registered Plots & 7 Private Legalizable that are located in resettlement buffer. The tunnel portal is shown in Annex-H.

### **1.8.4 Preparation of Addendum - 2**

22. This document represents Addendum No. 1 (as well) to the LARP of Shorapani-Argveta Section F4 as to the LARP approved in November 2019 although already prepared addendum represents the LARP approved by JICA for the same section. During LARP implementation process it was indicated that two access roads were not included in the buffer of the main LARP. One of the access roads (PK 83+00-PK 91+00) with length of 1.3 km is for connection of Zestaphoni to the land plots on the other side of the highway and second road with a length of 340 m is to access tunnel portals (at PK 71+00) during the construction and operation phase. Situation maps of the access roads are presented in Annex-I. This addendum covers 46 land plots and 28 AHs. The affected plots are subdivided as by land usage and ownership categories: a) 25 Private Registered Plots, b) 19 Private Legalizable; and c) 2 State Owned Illegally Used by Private Users (Non-legalizable) in use by 1 AH.

### **1.8.5 Preparation of Addendum - 3 (Not approved yet)**

23. This addendum is prepared owing to the change in design of Tunnel N 6, because the technical conditions of this section of Right of Way have to be improved. This addendum covers precise description of impacts and inventory of losses related to all additional LAR impacts caused by the redesign at Tunnel N6. The new design proposed that the variation in the Tunnel 6 follows construction through open cut technique. In particular, the mentioned section will be excavated. The maximum height of the land excavation (cut) from the level of the variation highway is up to 22 meters. Throughout the length of the open excavation, protective measures will be implemented for slope stability.

24. As the land will be excavated, it is planned to construct the overpass and access roads (in strict compliance with the safety standards) for local people to access both sides of the road. Based on the design variation, a total of 69 facilities properties (57 land plots and 12 apartments) will be affected by the design variation. As per the survey, from the total 57 land plots, 26 are legalizable and 31 land plots are in private ownership (in total 36 AHs). The details of plots are discussed in below table 1.3. There is no impact on state or community owned land. The Addendum 3 is submitted to ADB by RD for approval in June 2022.

**Table 1.3 - Impact on Affected Land**

Type of land	Number	Size (sq.m.)
Agricultural	17	17,030
Residential	22	5,553
Commercial	18	13,574
Total	57	36,157

## **2 Internal Social Safeguard Monitoring**

25. RD is monitoring LARP activities under the Project with assistance of Construction Supervision Consultants (CSC). The CSC mobilized and started their activities on 20 October 2020. The responsibility of the CSC Social Specialists (one international and one national) is to monitor the LARP related & other social safeguards issues covering the total project implementation periods on behalf of the RDMRDI (Road Department of the Ministry of Regional Development and Infrastructure) and to produce monitoring reports periodically for the RDMRDI to submit to ADB in addition to monthly & quarterly reports, as well.

26. The RD has the responsibility to carry out periodic monitoring of ongoing construction work, LARP implementation and other social safeguards aspects of the project and provide monitoring reports to ADB on a semiannual basis. The reports are prepared by RD with assistance of CSC and submitted to ADB for review and acceptance. This SASSMR has been prepared to comply with ADB Safeguard Policy Statement 2009 and safeguard requirements of the loan agreement. The SASSMR covers the safeguards monitoring of the project implementation period from January to June 2022.

### **2.1 Objective and Scope of Monitoring**

27. This internal SASSMR presents the progress of implementation of LARP, public consultations with APs and to assist them in receiving payment of compensation and redressing their grievances (if any), besides the efforts made for coordination and management of LARP implementation. This report presents the following LARP implementation progress:

- i) Construction work: currently the construction work is limited within the existing Section F4 (Shorapani -Argveta). RD has instructed the contractor not to undertake any construction activity in the adjacent sections containing LAR impacts until further order from RD;
- ii) Unpaid APs: disbursement of compensation of assets and entitled allowances to APs who were able to complete and present the required legal documentation papers ;
- iii) Adequate efforts and appropriate remedial and mitigation continuously being made to address any LAR issues during construction;
- iv) ADB's guidance note for resolving compensation cases that are often impeded due to different procedural and administrative requirements that require fulfilling the required legal documentation work are being followed and the APs being facilitated in fulfilling those requirements so that they are able to receive compensation;
- v) Community consultation and information dissemination activities performed for compensation disbursement and assessment on achievement of LARP objectives;
- vi) Updates on recording, and handling/resolving grievances;



- vii) Employment data of APs and local community who got opportunity in the road construction work; and
- viii) Recommend actions to improve disbursement of compensation and entitled allowances to achieve the LARP objectives;

28. The major objective of this SASSMR is to analyze the implementation of LARP and the associated safeguards related issues including the handing over of the road's ROW for start of construction work and any safeguards issues emerged during the construction.

29. The ultimate objectives of the monitoring report are to:

- verify status of resettlement implementation for the project that complies with the approved LARP;
- verify status of up-to-date compensation payment to APs;
- verify implication of grievance redress mechanism to solve AP 's grievances & status of grievances received from the APs/local people so far;
- Satisfaction of APs with the process of their compensation & amount of compensated; and other social safeguards issues such as: wage laborers, labor issues, HIV/AIDS, grievances/complains received during construction/resolved etc.; and
- verify social safeguards compliance aspects during the construction.

## **2.2 Monitoring Indicators Used in SASSMR**

30. The following monitoring indicators have been used in the preparation of this SASSMR:

- a) Information campaign and consultation with APs.
- b) Status of structures compensation.
- c) Relocation of APs.
- d) Payments for loss of income.
- e) Status of payment for resettlement and rehabilitation allowances.
- f) Status of payment for the community assets.
- g) Status of payment for the government assets.
- h) Income restoration activities; and
- i) Ensure gender mitigation measures in the LARP are adhered to during implementation.
- j) social safeguards compliance issues during the construction

## **2.3 Methodology Followed for SASSMR**

31. The monitoring has been conducted mostly relying on the project documents LARP, addendum 1- 3, SDDR, CAP, monthly reports, previous Semiannual monitoring reports, three compliance reports, GRM logs, communication in grievance redressal, cracks monitoring data and training activities (reported by the contractor during reporting period) etc. through review & analyze, compilation of necessary data from aforesaid documents. In addition, CSC national social safeguards consultant also had conducted consultations/meetings among the APs and other project stakeholders through regular site visits. Such consultations and meetings conducted with and assistance of the CSC, Contractors, EMC, RD, MRDI and other relevant project stakeholders. The findings from the previously mentioned consultations/meetings have been incorporated in this Semi-Annual SMR document in a cumulative manner.

### 3 Implementation of LARP

32. The LARP implementation is in progress since its approval from ADB. RD allowed the commencement of civil works along the cleared segments of the ROW once the segment specific CR is approved by the ADB. This section-by-section approach has been widely exercised by RD to avoid construction in ongoing LAR sections, stoppage of civil works and for the smooth functioning of project activities. The physical construction activities of the Shorapani–Argveta - F4 Section started in October 2020 after signing contract between RD and the contractor (Guizhou Highway Engineering Group Co Ltd and China National Technical Import & Export Corporation Joint Venture) on 16 January 2020 with subsequent approvals of all the CRs in due course by ADB and RDMRD.

33. Table 3.1 below provides brief information on status of LAR implementation and segments covered under the compliance reports up to date prepared by External Monitoring consultant (EMC). As of the reporting period, EMC prepared 3 CRs (see table 3.2) and the CR4 for the additional impact on the Shorapani-Argveta (F4) Road section will be submitted to ADB for the next reporting period.

**Table 3.1 - Status of LARP Implementation**

#	Particulars	Status
1	Total number of land plots – 762	100 %
2	Acquired - 704	92.38 %
3	To be acquired – 1 (Under Expropriation)	0.13 %
4	Newly affected – 57 (still not acquired)	7.48 %

34. RD is doing its utmost to complete the land acquisition of remaining 1 land plot. The status is discussed as follows:

- The expropriation of one (1) land plot under Km 3+000 – 4+000 is ongoing. The process will be completed by the next reporting period (Oct 2022).

**Table 3.2 - LARP implementation and site handover status**

Description	No of CR	Segment under CR	Start Km	End Km	Length (Km) of Segment	Date of ADB Approval	Handed Over to the Contractor
Entire section F4 covered under the approved LARP	n/a	n/a	0.00	14.7	14.7	October 2019	Handed over

Description	No of CR	Segment under CR	Start Km	End Km	Length (Km) of Segment	Date of ADB Approval	Handed Over to the Contractor
Compliance Report No. 1 (CR 1)	CR 1	Segment 1	0.00	1.70	1.70	October 2020	Handed over
		Segment 2	2.50	5.58	3.08		
		Segment 3	5.64	7.02	1.38		
		Segment 4	7.05	8.10	1.05		
		Segment 5	8.30	10.05	1.75		
		(Addendum 2020)	13.68	14.72	1.04		
		Segment 6	10.14	11.00	0.86		
Segment 7	13.68	14.44	0.76				
Sub-total CR1 7 Segments			Sub-total CR1 10.86km				
Compliance Report No. 2 (CR2)	CR2	Segment 8	1.700	2.500	0.8	May 2021	Handed over
		Segment 9	5.580	5.640	0.06		
		Segment 10	7.020	7.050	0.03		
		Segment 11	8.100	8.300	0.2		
		Segment 12	11.000	12.980	1.98		
Sub-total CR2 5 Segments			Sub-total CR2 3.07 km				
Compliance Report No. 3 (CR3)	CR3	Segment 13	10.05	10.14	0.09	January 2022	Handed over
		Segment 14	12.98	13.68	0.70		
Sub-total CR3 2 Segments			Sub-total CR3 0.79 km				
<b>Total = CR1, CR2 and CR3. 14 Segments</b>			<b>14.72 km</b>				

\* CR refers to Compliance Report.

### 3.1 Conditions for Project Implementation

35. Based on ADB policy/practice, the approval of project implementation will be based on the following LAR-related conditions:

- i) Signing of Contract Award: Civil works contract will be awarded after approval of final LARP.
- ii) Notice to Proceed to Contractors for any sub-section: Conditional to the full implementation of East–West Highway (Shorapani–Argveta Section) Improvement Project LARP (legalization of legalizable owners, and full delivery of compensation and rehabilitation allowances), verified by a compliance report submitted by the External Monitor, for the sub-section in question.

36. Each Compliance Report describes the compensation measures stipulated in LARP in comparison to the actual compensation tallies. Sub sections include land compensations, compensations for perennial and annual crops, residential houses/apartments, auxiliary structures as well as fences. The section also covers the comparison between the allowances (allowances were entitled to vulnerable AHs, losing more than 10% of the assets/severe impact and allowance for relocation's costs in case of losing the residential house/apartment) stipulated in LARP and the compensations already delivered to the AHs.

37. Expropriation of land through eminent domain will not be applied unless the approach for acquisition through negotiated settlement fails. To date there have been four cases of expropriation, which are finalized yet, except the abovementioned one under the Km 3+000 – 4+000. Compensation eligibility is limited by a cut-off date as mentioned in the LARP for this project (the time of survey & measurement of the affected properties, valuation, socio-economic study etc.), and this date was clearly communicated to the public and to the APs during public meetings. APs will be entitled for compensation or at least rehabilitation assistance under the Project are (i) all land users (traditionally using agricultural land) /registered land owners and tenants losing land irrespective of their title, (ii) tenants and sharecroppers irrespective of formal registration, (iii) owners of buildings, crops, plants, or other objects attached to the land; and (iv) persons losing business, income, and salaries.

38. RD allowed the commencement of civil works for the cleared segments of the ROW based on the approved external compliance monitoring report. As on June 30, 2022, the following sections have been handed over to the Contractor:

**Table 3.3 - Detail of Sections Handed-over to Contractor**

<b>N</b>	<b>Section (km)</b>	<b>Date</b>
1	Km 0+000 - Km 1+700(1.7 km); Km 2+500 - Km 5+580 (3.08 km); Km 5+640 - Km 7+020 (1.38 km); Km 7+050 - Km 8+100 (1.05 km); Km 8+300 - Km 10+050 (1.75 km); Km 13+680 - Km 14+720 (1.04 km).	<b>Dated:</b> 19.10.2020
2	Km 10+140 – Km11+000	<b>Dated:</b> 21/04/2021
3	Km 1+700 - Km 2+500 (0.8 km); Km 5+580 - Km 5+640 (0.06 km); Km 7+020 - Km 7+050 (0.03 km); Km 8+100 - Km 8+300 (0.2 km); Km 11+000 - Km 12+980 (1.98 km)	<b>Dated:</b> 19.05.2021
4	Km 10+050 - Km 10+140 (0.09 km); Km 12+980 - Km 13+680 (0.7 km).	<b>Dated:</b> 20.01.2022

#### **4 Institutional Arrangement for Social Safeguard Activities**

39. A fully functional LAR management institutional set-up is in place, the LARP for the entire road section is being implemented as a whole and compensation payment is completed now for the original LAR impacts. The Roads Department of Georgia (hereinafter - RD) through the social team (local safeguard specialist is full time working on the project while the international safeguard specialist provided the input remotely during the reporting period) of Project Management Construction Supervision Consultant (PMSCS) team were in effort to boost up payment process to timely deliver compensation to all payable APs. RDMRDI is the Implementing Agency (IA) of the Project. RDMRDI has the lead responsibility for road construction, as well as implementation of this LARP through the Resettlement Unit (RU) under the Resettlement and Environmental Protection Division, RDMRDI. A Land Acquisition and Resettlement (LAR) Commission (LARC)

is assisting RU in all Land Acquisition and Resettlement (LAR) activities. In addition, RU is assisted by LAR Team on municipal and regional level involving also the local self- government bodies, a number of other government departments plays an instrumental role in the updating (including the preparation of Addendum) to LARP and implementation of the Shorapani - Argveta section-F4 LARP. The National Agency of Public Registry (NAPR) within the Ministry of Justice are assisting the Project through registration of land ownership and its transfer through acquisition agreement from landowners to the RDMRDI. The local government at Rayon and village level are also involved. Besides, the PMCSC is fully on board since October 15, 2020 and the responsibility of the PMCSC Social Specialists is to monitor the LARP related & other social safeguards issues covering the total project implementation periods on behalf of the RDMRDI and to produce monitoring reports biannually for the RDMRDI to submit to ADB in addition to monthly & quarterly reports, as well.

## **5 Consultation, Participation and Information Disclosure**

40. In order to expedite the LARP implementation process, RD along with CSC staff has undertaken various consultation meetings with APs and general community in the project area. These consultation meetings are conducted since the LARP preparation and implementation. The consultations focused on the compensation assessment, eligibility criteria and entitlements, compensation disbursement process. A total of 60 meetings/focus group discussion were held during the reporting period and 265 (189 men and 76 women) were the participants of the meetings. The details are given in Annex-F of the report and attendance sheet is reflected in Annex-G. The meetings were also held on the grievances of the local people. These grievances are: i) damaging of drinking water supply, ii) anticipating threats of blasting activity for building structures, iii) damaging the land plot, iv) noise pollution in the area, v) blockage of access road, vi) possible flooding of agricultural land plot because of the narrowing of the riverbed during the ongoing construction process within the project, vii) disturbing of business activities due to ongoing construction and viii) damaging to fence etc. In a nutshell, these are site visits being conducted to address the grievances. However, from now onward since May and June 2022, the meetings are served as disclosure in term of project orientation and community concerns are discussed even outside the project activity. The information regarding the contact persons was also shared with them, given as of Annex-A.

41. The public consultation meeting was held on May 18, 2022 to provide information regarding the results of the vibration survey conducted on three cadastral units located at Vakhushti Batonishvili, St.Barbare and D.Uznadze streets in Zestaponi Municipality on April 14, 2022, by the Bridge Testing Center of Georgian Technical University by the order of Roads Department (Hereinafter referred to as "Department"), as well as to clarify the social issues arising around the project. The details are given in Annex-G of the report. Similarly, another consultation meeting was held on May 16, 2022 to provide information to the population of village Puti regarding the results of the vibration survey conducted on April 12, 2022, by the Bridge Testing Center of Georgian Technical University by the order of Roads Department (Hereinafter referred to as "Department"). The details are given in Annex-G of the report. Another, the public consultation was held on March 11, 2022 about the construction of the pedestrian bridge to maintain the access to the population of Shorapani after the completion of the construction work at E60 Highway Shorapani-Argveta F4 Project. The detail in English and Georgian language is given in Annex-F.

42. During public consultation in the reporting period, main concern raised by locals are the following: i) damage to building structures due to blasting activities, and ii) risks of cracks/damage

to residential structures due to construction activities. The CSC and Contractor informed them that a detailed baseline survey has already been conducted taking into account these and other related concerns. In case any such impacts emerge during construction, all eligible APs will be fully compensated. The APs were further assured by CSC that any claims already filed for compensation of any damage to structures will be inspected jointly by the Engineer and Contractor and will be compensated as per the satisfaction of the APs.

43. Regular information dissemination process as part of cracks management plan: The monthly cracks monitoring activities are planned (with the approval of CMMP) and in case of any damage to structure is reported, will be compensated as discussed in the Crack Monitoring and Management Plan (CMMP), the detail is provided in section 7.4. However, the routine complaints resolution process is underway. Besides, monthly meetings are planning with the local community to update them about the existing of Grievance Redress Mechanism and how they can have the access to it for resolving their grievances.

44. Stakeholder engagement training for CSC and CC: The Stakeholder Engagement Expert of RD will deliver the training on 23<sup>rd</sup> of September as agreed during the country safeguard review mission of ADB fielded in May. The outcome of the training will be reported in the forthcoming SMR.

## **6 Grievance Redress Mechanism**

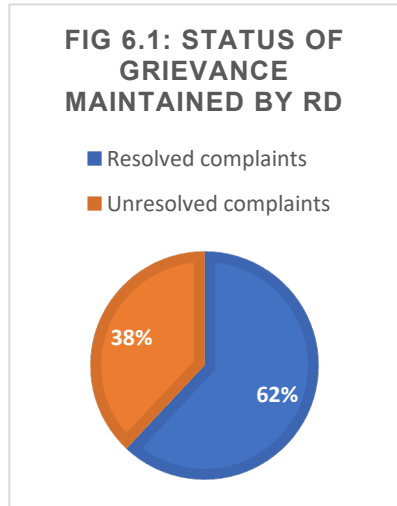
45. A grievance redress mechanism (GRM) is established during consultations to allow affected persons appealing any disagreeable decision, practice or activity arising from land or other assets compensation. GRM also provides a forum to public/ community who might believe that they are adversely affected by the project. The broad structure, procedure and function of GRM were discussed during the consultation meetings. In the course of public consultation meetings, the APs were informed of their rights and the procedures for addressing complaints whether verbally or in writing. Grievance Redress Committees (GRCEs) was established before the start of LARP implementation at Municipality level (Zestaponi Municipality) and includes representatives of the mayor, of the village governments and of the APs (including a woman AP). Complaints resolution will be first attempted at Municipality level GRCE. If any aggrieved AP is unsatisfied with the GRCE decision at Municipality level, the complaint will be raised to the Resettlement Division of RDMRDI within 2 weeks after receiving the decision from GRCN. The grievance mechanism should not impede access to the country's judicial or administrative remedies. Affected Persons can approach the court of law at any time and independent of grievance redress process. The members of GRC are given as Annex- C and D of the report.

### **6.1 Summary of the Grievance Status (Maintained by RD)**

46. RD received 34 grievances from the APs up to reporting date. Here are following issues identified by complainants:

- Damage to Infrastructure/Assets
- Inclusion in LARP
- Restriction or loss of access
- Compensation Rate
- HSE Concerns
- Noise Disturbance

47. From the 34 grievances 21 have been resolved (13 accepted and 8 rejected), while 14 grievances remain open/pending resolution. 18 APs submitted grievances for “Inclusion in LARP”, from which 11 have been resolved/closed (8 accepted and 3 rejected cases). Overall, 62% grievances (logged by RD) have been resolved as per the Fig-6.1. In addition, two complaints under category “inclusion in LARP” have been registered during the reported period (1 accepted and 1 under resolution process). RD team with the coordination of social/resettlement specialist from the CSC and contractor company are working hard to resolve the open grievances. The category wise detailed is reflected below in Table 6.1. Comparing it with the last year, the grievance status clearly indicates, that a more coordinated approach (among RD, CSC & Contractor) is followed to minimize the grievances in term of providing better facilitation to APs and general public pertinent to GRM.

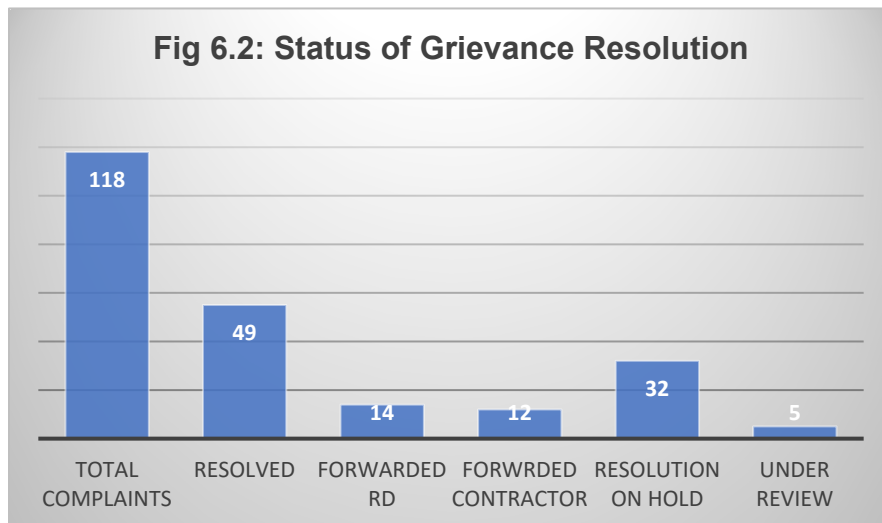


**Table 6.1 - RD Complaint Log**  
(Total Grievances Received up to the End of Reporting Period June 2022)

S#	Natures of Grievances	No. of total Grievances	Results		
			Open	Close	Tech. Hold
1	Damage to Infrastructure/Assets	3	0	2	1
2	Inclusion in LARP	18	1	11	6
3	Restriction or loss of access	1	0	1	0
4	Compensation Rate	5	0	5	0
5	HSE Concerns	6	1	3	3
6	Disturbance: Noise / Vibration / Dust	1	0	0	1
Total		34	2	21	11

## 6.2 Grievance Redress Status at Project Site (Maintained by UBM)

48. Grievance Status from the commencement of the Project to 30th June 2022. A total of 118 grievances were received among which 49 have been closed, 14 are forwarded to RD for necessary action, 12 are forwarded to the Contractor for their necessary remedial actions, 32 grievances resolution is on hold due to technical reasons as these require monitoring



during the construction period before final resolution will be decided and 5 are under review of the Engineer to investigate the matter and then forward to the Contractor or RD, as indicated in Fig 6.2 & Table 6.2. From the total, wherein 63 related to Damaged structure/Assets, 30 complaints logged were pertinent to design issue/inclusion in LARP, 17 Restriction or Loss of Access, 5 Disturbance: Noise / Vibration / Dust, 1 is about HSE Concern and Other 2 are related to the local residents' demand to construct additional structures and the requested information about the distance between the Project tunnel and one of the settlements of village Puti.

**Table 6.2 - Status of Logged Grievances at Project Site (UBM)**

NO	Nature of Grievances	No. of Total Grievances	Status				
			Resolved	Unresolved			
				Forwarded to RD	Forwarded to CC	Resolution on hold - technical reasons	Under review
1	Damage to Infrastructure / Assets	63	32	4	7	17	3
2	Inclusion in LARP	30	10	8	2	10	0
3	Restriction or Loss of Access	17	11	2	3	0	1
4	Disturbance: Noise / Vibration / Dust	5	0	0	0	5	0
5	HSE Concerns	1	1	0	0	0	0
6	Other	2	1	0	0	0	1
	<b>Total</b>	<b>118</b>	<b>49</b>	<b>14</b>	<b>12</b>	<b>32</b>	<b>5</b>

49. Table reveals that among the 31 unresolved grievances related to **Damaged structure/Assets**: a) 4 grievances are related to the destroyed pasture area and the drinking water supply system by the Project alignment (within RoW), also, possible adverse impact on the



local residential houses with vibration caused by the movement of heavy vehicles on the damaged section of the existing Gomi-Sachkhere-Chiatura-Zestaponi motorway road. These cases are forwarded to RD for further discussions and actions; b) 7 grievances are about the already damaged or the risk of damage to the infrastructure/assets, which are forwarded to the Contractor for further particular remedial or preventive actions; c) 17 cases are about the risk of damage to private houses/buildings due to the ongoing Project construction works. These cases require monitoring during the construction period before the final resolution will be decided. d) 3 units are under the Engineer's review to investigate the matter and afterward to forward them to the Contractor or RD accordingly.

50. Among the 20 unresolved grievances related to **Inclusion in LARP**: a) 8 units are related to design issues, the risk of adverse impact at the operational stage, and the applicants' demand to be included in LARP. Hence, these grievances are forwarded to RD for further discussion; b) 2 grievances are about the risk of restriction of the only access road to the residential houses due to the design variation of Tunnel 4006. The households demanded inclusion in LARP. The Contractor and the Engineer are working to find the design solution for the alternative access road. In case, if the alternative option will not be feasible, the residential houses have to be included in LARP and mentioned land plots will be reflected in the relevant CR. c) 10 grievances are about the possible adverse impacts at the construction stage and at the operational stage, hence, the households demanded inclusion in LARP. The RD has been informed about the issues in detail and the grievances were forwarded to the Contractor for monitoring. The monitoring is being implemented before the final resolution will be decided.

51. Out of the 6 unresolved grievances related to **Restriction or Loss of Access**: a) 2 grievances are about the design issue and they are under the RD's review; b) Among 3 grievances forwarded to the Contractor, 2 units are about the design issue and the Contractor along with the Engineer are working to prepare and submit design and estimated costs of the alternative accesses for RD's approval. The remaining 1 grievance has been forwarded to CC to improve the deteriorated access road; c) 1 grievance is under the Engineer's investigation.

52. The 5 unresolved grievances pertinent to Disturbance: **Noise / Vibration / Dust** are about the possible adverse impact on the households' living conditions with noise and dust due to the ongoing or planned construction works. Therefore, the grievances have been forwarded to the Contractor for instrumental monitoring of the environment. The monitoring is being implemented before the final resolution will be decided.

53. The remaining 1 unresolved grievance pertinent to category **Other** is about the local residents' demand to construct a retaining wall, drainage channel, and drainage grill on the Local Road N3 to protect the project slopes, to prevent potential flooding, and to provide a connection between the existing village roads and Local Road N3. The issue is under the Engineer's review.

### **6.3 Grievance Received During the Reporting Period (January–June 2022)**

54. A total of 40 grievances were received during the reporting period, wherein 25 related to Damaged structure/Assets, 7 complaints logged were pertinent to design issue/inclusion in LARP, 4 Restriction or Loss of Access, 2 Disturbance: Noise / Vibration / Dust, 1 is about HSE Concerns, and Other 1 is related to the requested information about the distance between the Project tunnel and one of the settlements of village Puti. Out of 40 grievances, 17 have been resolved, 5 are forwarded to RD for necessary action, 7 are forwarded to the Contractor for their necessary remedial actions, 8 grievances resolution is on hold due to technical reasons as these require monitoring during the construction period before final resolution will be decided and 2 are under

review of the Engineer to investigate the matter and then forward to the Contractor or RD, as indicated in Table 6.3.

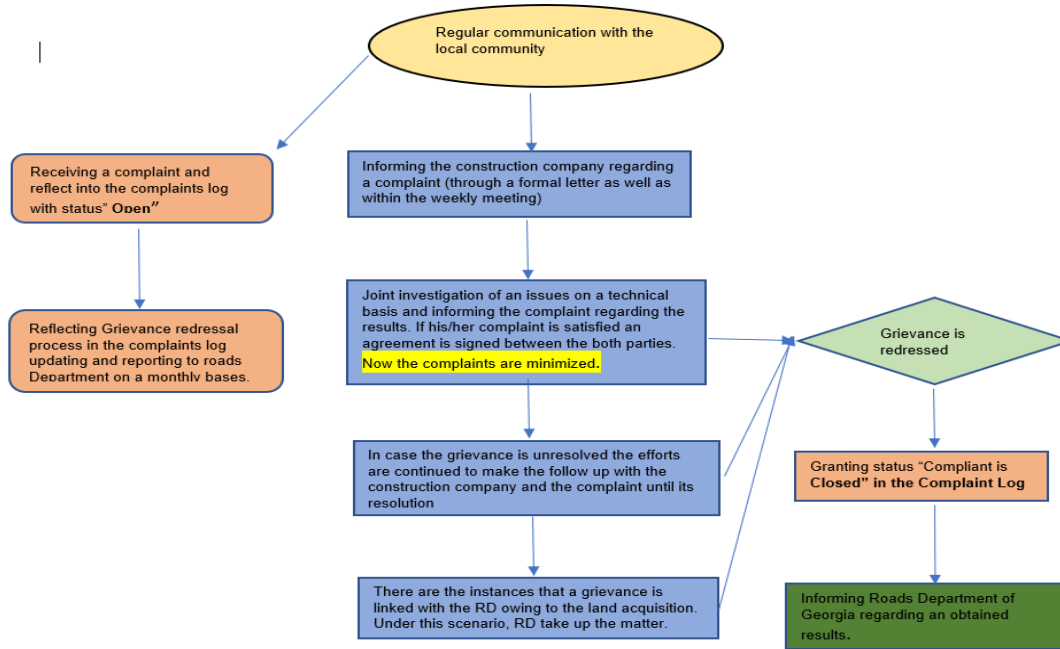
**Table 6.3 - Status of the Logged Grievances by UBM (period from 1<sup>st</sup> January to 30<sup>th</sup> June of 2022)**

No	Nature of Grievances	No. of Total Grievances	Resolved	Status			
				Unresolved			
				Forwarded to RD	Forwarded to CC	Resolution on hold - technical reasons	Under review
1	Damage to Infrastructure / Assets	25	11	2	5	4	2
2	Inclusion in LARP	7	0	3	2	2	0
3	Restriction or Loss of Access	4	4	0	0	0	2
4	Disturbance: Noise / Vibration / Dust	2	0	0	0	2	0
	HSE Concerns	1	1	0	0	0	0
5	Other	1	1	0	0	0	0
	<b>Total</b>	<b>40</b>	<b>17</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>2</b>

#### 6.4 Grievance Redress Process

55. Since the commencement of the civil work, the PMCSC is doing its utmost to resolve the complaints. PMCSC adopted the iterative approach, as indicated in Fig-6.3 below. It is the outcome of the Engineer efforts that the complaints narrowed down during the implementation process. The details of grievances recorded and follow up correspondence by the Engineer is given in Table 6.2. In terms of complaint resolution or minimizing the intensity of the complaints to a greater extent, the Engineer strictly advised the Contractor, that he should adequately negotiate with the landowner and develop the consensus by signing the agreement before taking the land plot's possession.

Fig 6.3 - Showing the Grievance Redress Process



## 7 Baseline Survey of Houses/Buildings and Vibration Monitoring

### 7.1 General

56. The Construction Supervision Consultant initiated the baseline survey report for houses/buildings, since the project implementation (Section G.8.7, Para 808/2 of EIA October 2019). However, it was finalized by the third-party company SDSC LTD (I/C 405335025) hired by the Contractor. The prime objective of the baseline survey was to protect or mitigate the adverse impact of the construction activities on the buildings within 250 meters from the Project tunnels and 50 meters from the boundary of the Project right-of-way to construction area (Annexure – J). As different types of construction, activities are going on along the proposed alignment of Shorapani - Argveta (F4) section, which is source of vibration and endangers to the surrounding buildings. Mostly the vibration is caused during the tunnel excavation and bridge piling works. To investigate the local residents' grievances concerning damage to the private building/structures, it is necessary to have baseline data of buildings/structures' technical condition. In case of any claims or reports of building damage, the affected buildings are surveyed and compared with the pre-construction survey and appropriate measures are adopted.

### 7.2 Objectives of the Survey

57. The prime objective of the baseline survey was to protect or mitigate the adverse impact of the construction activities on the buildings within 250 meters from the Project tunnels and 50 meters from the boundary of the Project right-of-way to each side of the construction area. As different types of construction, activities are going on in the construction of Shorapani-Argveta

(F4) section, which is source of vibration and endangers to the surrounding buildings. Mostly the vibration is caused during the tunnel excavation and bridge piling works.

### **7.3 Survey Methodology and Execution**

58. The survey was carried out at the pre-construction and construction stages during May 15, 2021 to May 30, 2022. During this period, 680 units of main buildings along with their auxiliary buildings had been surveyed. Out of 680 units of main buildings, 548 are located within 250 meters from the Project tunnels and the remaining 132 are within 50 meters from the boundaries of the Project right-of-way.

59. The survey used the following methodology:

- i) Overall condition of the structures, both exterior and interior;
- ii) Documentation of defects observed in the structure using digital imagery along with notes and measurements;
- iii) The cracks of the walls of the houses/buildings were marked with plasters;
- iv) The measurements (length, width) of the cracks were written on the plasters put on the wall cracks;
- v) The survey process is reflected in video recordings;
- vi) The houses /buildings' overall condition, the dimensions of the crack, and the pasted plasters are reflected in digital imagery (photos and videos);
- vii) The houses/buildings' technical conditions are described in the Structure Examination Cards, which are signed by the property owners and the representatives of the company SDSC LTD and the Contractor; and
- viii) The copy of the survey data/documentation is delivered to the property owners.

60. The survey was accompanied with consultations with the affected household to explain the extent and reason for the survey, confirm the findings of the survey (affected households shall sign the survey form saying they agree with the findings) and the process for reporting any grievances regarding vibration impacts. The households were provided with materials that summarize the grievance redress process. If the households do not allow the survey, they shall be informed by the Contractor that they will not be authorized in the future to claim any damage. There were three households who were initially not willing for the preconstruction survey but later when they came to know that their refusal may deprive them from any type of compensation, so they agreed on the survey.

61. **Findings of the Survey.** Among 680 residential houses, the cracks are observed among the 600 houses while 80 houses are assessed as of crake free houses. In addition, 490 residential houses have been marked with plasters, and about 130 residential houses are marked with paper tapes. The third part (SDSC) was advised to mark the entire crack with plaster instead of paper tapes to make it sustainable and long-term basis. Consequently, the firm started to mark the crakes with plasters and 60% of the paper tapes have been replaced by plaster while for the remaining 40% of the houses, paper tapes will be replaced in October 2022. The delay is due to the sub-contractor rigidity that paper tape is also long lasting and will not be damaged detail about each house is available in the link below.

<https://mega.nz/folder/8k1EASjK#KrVmdMPybvhjpDfHy8m-w>

#### **7.4 Crack Monitoring and Management Plan (CMMP)**

62. The Cracks Monitoring and Management Plan (CMMP) is prepared by the Project Management and Construction Supervision Consultant. The objectives of the CMMP are to;

- a) Understanding and examining the potential causes of crack formation and provide adequate remedial measures and appropriate solutions that are engineeringly and environmentally sound and reliable to manage cracks and related risks.
- b) Establish preconstruction benchmarks of structures that have the potential occurrence of cracks and related damages and examine/compare benchmarks and any incidences of the emergence of cracks.
- c) Study on causes of cracks and prepare a cracks monitoring plan throughout the construction period in consultations with all relevant stakeholders including any APs and incidents during the construction phase for comparing the incidences of cracks.
- d) Record any damages caused by the cracks and agree in consultations with APs and EA/IA on appropriate and adequate compensation and monitoring disbursement of the compensation process.
- e) Involve APs in consultations related to cracks and their management and involve them in cracks monitoring to improve the trust and confidence of APs in the project.

63. Referring section G-8.7 and para 808 (1) of EIA of the project (October, 2019), The TBP (Tunnel Blasting Plan) will also include a vibration monitoring plan to monitoring vibration levels and frequency around the blasting sites. The objectives of the monitoring will be to:

- a) Ensure that vibration levels in the communities are within the adopted criteria levels;
- b) Maintain record of vibration to settle any potential conflicts; and
- c) Monitor changes in the vibration levels due to possible changes in the rock formation and take appropriate corrective actions.

64. Vibration data is regularly collected, digitized, and preserved by the Contractor and presented to Engineer, RD, ADB, Ministry of Environment and the Community through the monthly progress report.

65. The CCMP 1<sup>st</sup> draft was prepared by CSC and shared to ADB for review in May 2022. The comments were received in June 2022 and revised draft was submitted on 5<sup>th</sup> of August, 2022. As the contractor shares the monitoring plan, it will be forwarded to Employer as well. However, the contractor agreed to chalk out the monitoring plan to be discussed as below:

- a) The technical team of Contractor and sub-contractor will monthly monitor the buildings in the specified area, i.e., 250 meters from the Project tunnels and 50 meters from the boundary of the Project right-of-way to each side of the construction area.
- b) Within the specified length of 250 meters, the contractor will monitor the 72 houses surveyed during the baseline survey of Tunnel 2001 (6 houses) and Tunnel 2005 (66 houses) in the 1<sup>st</sup> week of every month. Similarly, the contractor will monitor the 93 houses of tunnel no 2003 in the 2<sup>nd</sup> week of every month and 106 houses of tunnel no. 2004 in the 3<sup>rd</sup> week of each month.

- c) The contractor will monitor 132 houses (4<sup>th</sup> week of each month) located within 50 meters from the boundaries of the Project right-of-way.
- d) The Engineer will supervise the monitoring work randomly (with the 25% sample check) and join the contractor team at least once a week.
- e) In case of any complaint, the contractor and engineer team will jointly inspect the site and share their report with the Employer based on the technical specification and complainant will be entertained accordingly.
- f) The contractor will arrange the 3<sup>rd</sup> party monitoring on quarterly basis in case the grievances are lying pending and resolution will require the involvement of the 3<sup>rd</sup> party. The contractor will be bound to ensure the compliance in light of 3<sup>rd</sup> party findings.
- g) Additionally, in case of any complaint receive beyond the specified limit (250 meters from the Project tunnels and 50 meters from the boundary of the Project right-of-way to each side of the construction area), the contractor will seek the prior approval from the employer (not included in the scope of the contractor) before the initiation of grievance redressing process.
- h) The contractor will present the monitoring data in its monthly progress report.

## **7.5 Crack Management/Mitigation Measures**

66. As per the approved EIA (October 2019), the Contractor in consultation with the RD and the Engineer, will identify the houses that are likely be affected and the impact duration and schedule. Before start of blasting, all residents shall be informed of the exact hour of the blasting and they will be invited to open the windows in order to avoid them breaking. With respect to blasting the following are key recommended mitigation measures:

- a) No blasting will be carried out within 100 m of the portal of any tunnel.
- b) Blasting will be scheduled during the day only.
- c) Local communities will be informed of blasting timetable in advance and will be provided adequate notice of when blasts are required outside of the planned schedule.
- d) Both during and after the tunnel excavation if any damage to properties is reported by the property owners the survey will be repeated to ascertain that the blasting is the cause of the damage comparing the damage with the previous survey. If this is the case, the Contractor will repair the damage and the cost will be on charge of the RD. If the Contractor has no previous survey to compare the cost of the repairs will be with him.
- e) If the damages are significantly more than what expected, the Contractor shall change the method of blasting (decreasing the energy of blasting) or if this is ineffective, cease blasting and employ another less invasive method (rod header).
- f) Regarding vibration nuisance it is strongly recommended that hydraulic hammering not be used in order to limit constant vibration nuisance. If the Contractor decides to use this method and substantial complaints are received from the community, the Contractor will be obliged to use an alternative technique.

## **7.6 Vibration Monitoring to Address Grievances**

67. A total of 6 complaints, 4 were registered during the years 2021 while the remaining 2 complaints were logged in reporting period by the local community that their properties were damaged due to the blasting activity. The cracks started appearing due continues blasting in the

construction area. These complainants were not agreed with the Contractor’s investigation, so, RD engaged the third party LEPL Georgian Technical University (I/C211349192) to implement the vibration instrumental monitoring as discussed in Table 7.1. As per the findings of the third party, there was no damage due to blasting as per approved EIA (October 2019) of the project, Peak Particle Velocity (PPV) should be less than 5 mm/s to avoid any damage.

**Table 7.1 – Showing the Location and the Result of the Vibration Instrumental Monitoring**

S.No	Date	Location	Address	Source of Vibration	Highest Vibration Level Detected
1	12.04.2022	X- 341487 Y - 4661602	Village Puti, Zestaponi	Excavation of Tunnel 4003 with explosion method	0.389 mm/s
2	12.04.2022	X - 341156 Y - 4661775	Village Puti, Zestaponi	Excavation of Tunnel 4003 with explosion method	0.358 mm/s
3	12.04.2022	X- 341579 Y - 4661534	Village Puti, Zestaponi	Excavation of Tunnel 4003 with explosion method	0.471 mm/s
4	12.04.2022	X - 338922 Y - 4664416	Uznadze St. N132, Zestaponi	Excavation of Tunnel 4005	0.376 mm/s
5	14.04.2022	X- 339345 Y - 4663617	Batonishvili St. 2 <sup>nd</sup> turn N35, Zestaponi	Excavation of Tunnel 4005 with explosion method	1.092 mm/s
6	14.04.2022	X- 339459 Y - 4664221	Barbare St. N20a, Zestaponi	Excavation of Tunnel 4005 with explosion method	0.451 mm/s

## 8 Other Safeguard Compliance Issues

### 8.1 Status of Recruitment/Mobilization of Safeguard Team

68. The CSC has the position of International and National Resettlement Specialist with their intermittent input of 14 months and 24 months, respectively. These Experts have been mobilized since May 2021 (international) and since January 2021 (national). They are assisting/supporting RDMRDI in the monitoring of LARP implementation and other social safeguards issues that arise about construction activities, especially in the context with the establishing of the campsite and batching plant, dumping area and other required facilities to be set up before the construction work. Keeping in view the available and required the input of the expert, the National Resettlement Specialist works typically for five days each week while the International Resettlement Expert gives his inputs as and when needed. Additionally, the RDMRDI has taken up on board the Resettlement Division & Resettlement Unit at the PIU level, and all the requisite positions are

filled. The concerned officials are working since the beginning of the project to facilitate the APs in addressing their grievances related to the project activities.

## 8.2 Project Social Safeguard Performance

69. From the beginning of the project implementation to the current reporting period, 'PIU's RU team are working. Since, mobilization of CSC consultant's Experts are working on social/resettlement safeguards issues. Both the PIU & CSC experts are conducting required survey/investigations at the project site with necessary consultation with the stakeholders including beneficiary and affected people of the subproject with monitoring considering social safeguard issues. However, until the reporting period, all the APs have been paid their due compensation with proper resettlement & rehabilitations for the partial road sections and already handed over to the contractor. The contractors are carrying out physical construction on those sections of the road. The remaining road sections currently under implementation of LARP through paying compensation to the APs. CSC's Resettlement Specialists are constantly monitoring resettlement & social safeguards issues; accordingly, they are preparing & submitting monthly, quarterly & Semi-annual monitoring reports to RDMRDI/PIU regularly.

## 8.3 Maintaining Core Labor Standard

70. The entitlement matrix section of the LARP approved in October 2019 referred to livelihood support in addition to the compensation and monetary allowances to help them to cope with their displacement. To ensure compliance with this provision, Contractor and Construction Supervision Consultant provided the job to local skilled and unskilled people. Table 8.1 indicates the detailed of the Employees of the contractor for F4 Project from January to June 2022. The presence of the local employees is high than the foreigners throughout the review period. The process is monitored regularly on monthly basis to further keep it up.

**Table 8.1 - Georgian and Foreign Employees**

<b>Nature of Employees</b>	<b>January 2022</b>	<b>February 2022</b>	<b>March 2022</b>	<b>April 2022</b>	<b>May 2022</b>	<b>June 2022</b>
<b>Local</b>	400	400	519	519	519	519
<b>Foreign</b>	329	329	514	514	514	514
<b>Total</b>	<b>729</b>	<b>729</b>	<b>1,033</b>	<b>1,033</b>	<b>1,033</b>	<b>1,033</b>

## 8.4 Child Labor in the Project Activities

71. During field monitoring period, no child labor (below the age of 18 years) was found engaged in the project works.

## 8.5 Forced or Compulsory Labor

72. All workers are deployed according to their eligibility and willingness. The female workers who are mostly engaged in cooking and cleaning are also deployed based on their eligibility and willingness.



## 8.6 Discrimination in Respect to Employment

73. During monitoring, no discrimination identified among the workers in terms of gender, locality, nation or religion, wages/salary.

## 8.7 Health and Safety and HIV/AIDS Awareness Program

74. The current monitoring also found that the Contractor has arranged a medical office and employed Doctors for the treatments of the staffs/employees of the contractor. The Contractor has appointed an accident prevention officer at the Site, who is responsible for maintaining safety and protection against accidents. He was found available on site every day. The Contractor has instructed to comply with the requirements of clause 6.7 of GCC and include an alleviation programmer for Site staff and labor and their families in connection to Sexually Transmitted Infections (STI) and Sexually Transmitted Diseases (STD) including HIV/AIDS under this program for submission under Sub-Clause 8.3.

### 8.7.1 Training Activities

75. Various sessions of training activities were held during the reporting period. For instance, CSC organized the orientation session followed by the questions and answers health safety and environment. During reporting period, the Contractor’s doctor provided training to workers about HIV/AIDS and Sexually transmitted diseases and Tuberculosis (T.B). Furthermore, the UBM team also gave the orientation to its staffs on building respectful working environment for peaceful workplace. The attendance sheet is given as Annex-E of the report.

**Table 8.2 - HSE Trainings Implemented by the Contractor**

S/N	Date	Subject	Instructor	Number of Participants
1	February 4, 2022	Driving safety	Giorgi Karelidze	8
2	February 15, 2022	Health, safety and environmental general requirements at the construction area	Giorgi Karelidze	8
3	March 2, 2022	Safety requirements during working at height	Giorgi Karelidze	10
4	March 16, 2022	Safety requirements during working at height	Giorgi Karelidze Giorgi Kimeridze	34
5	March 19, 2022	Health, safety and environmental general requirements at the construction area	Giorgi Karelidze Jun Du	27
6	April 7, 2022	Driving safety	Giorgi Karelidze	43
7	April 19, 2022	Safety requirements during working at height	Giorgi Karelidze	34
8	May 23, 2022	Safety requirements during working at height	Giorgi Karelidze	32
9	May 25, 2022	Health, safety and environmental general requirements at the construction area	Giorgi Karelidze	45
10	May 25, 2022	Requirements for lifting operations, crane position	Giorgi Karelidze	32
11	May 30, 2022	Health, safety and environmental general requirements at the construction area	Giorgi Karelidze	16

## **9 Conclusion and Way Forward**

76. The Section F4 Shorapani-Argveta Road Project implementation is ongoing with resettlement & safeguards compliance is being closely monitored. Implementation of LARP started by RDMRDI in 2019. Both LARP and the LAR conditions of project are being complied with and monitored both internally & externally. The LARP implementation compliance monitoring was conducted and prepared three compliance reports (CR) and submitted to ADB. In total 14.72 km of road has been handed over to the Contractor (92.39%). Only a small portion of remaining road alignment is still under implementation (7.61%, 58-land plot). It is expected that implementation of this portion will be completed in the next reporting period (October 2022). Once implementation is completed, EMC will conduct compliance monitoring activities and submit the relevant CR. The CSC has prepared this internal SASSMR covering the LARP implementation period from January-June 2022 for RDMRDI by the CSC's International Resettlement Specialist. Besides the SASSMRs, monthly & quarterly progress monitoring reports are regularly prepared and submitted by the NRS, since his mobilization in January 2021. In sum, it may be concluded, that the RDMRDI team is working hard to make payment (compensation and other additional grants and benefits) to the APs timely with mitigation of grievances.

77. The institutional set up is fully in place and generally performing well to achieve the target of full implementation of LARP. However, GRM is required to be further geared up in terms of organizing the frequent meeting at village level, strong push up to contractor and organizing of follow up meeting between RD, CSC and Contractor, to immediately resolve the construction related grievances. Consultation and disclosure are well taken and will continue with the same spirit until the completion of the project. Almost all the APs are well aware about their compensation payment and how to approach the GRM in case of any grievance. It was revealed from the monitoring of LARP implementation that section wise approach was adopted during LARP implementation and safeguard compliances were fully ensured in term of compensation payment to APs before handing over the particular section to contractor for construction. In addition, livelihood support in terms of job opportunities were also provided addition to the compensation and monetary allowances. The matter of IRS taking on Board is under consideration between RD and CSC and it is expected that IRS will be replaced in September, 2022. The progress will be discussed in the forthcoming monitoring report. Besides, the Crack Monitoring and Management Plan (CMMP) is revised in light with the ADB's comments and has already been submitted to ADB on August 5, 2022. CCMP.

ANNEX-A: CONTACT INFORMATION



საინფორმაციო დაფა/INFORMATION BOARD/信息板



E60 აღმოსავლეთ-დასავლეთის ავტომაგისტრალის შორაპანი-არგვეთის (F4) მონაკვეთის მშენებლობა საცნობარო დაფა /  
 Information Board of E60 East-West Highway F4 Shorapani – Argveta Project Construction /  
 E60 东西高速公路 F4 Shorapani – Argveta 项目建设信息板

მშენებლობის განმხორციელებელი კომპანია - გუიჯოუ ჰაივეი ენჯინიარინგ გრუპ კო Construction Contractor – Guizhou Highway Engineering Group Co. / 施工承包商 - 贵州公路工程集团有限公司				
მისამართი და საკონტაქტო ინფორმაცია Address and Contact Info/地址和联系信息	თანამდებობა Position/位置	სახელი და გვარი Name and Surname/名和姓	ტელეფონის ნომერი Mobile Number/手机号码	24 საათიანი ცხელი ხაზი 24-hour Hotline/24 小时热线
საქართველო, ზესტაფონის მუნიციპალიტეტი, სოფ. პირველი სვირი 36 - ე ქუჩის I ჩობი № 1 ელ-ფოსტა: <a href="mailto:gggg3bc@gmail.com">gggg3bc@gmail.com</a> Georgia, Zestafoni Municipality, Village Pirveli Sviri 36 <sup>th</sup> Street I Line N1 E-mail: <a href="mailto:gggg3bc@gmail.com">gggg3bc@gmail.com</a>	საზოგადოებასთან ურთიერთობის სპეციალისტი Community Liaison Officer/社区联络员	დავით გურული David Guruli	577 93 22 24	24/7 595 10 93 99
	გარემოს დაცვის სპეციალისტი Environmental Specialist/环境专家	დავით ქურდაძე David Kurdadze	595 11 60 17	
	პროექტის მენეჯერი Project Manager/项目经理	ჩენ იუციანგ Chen Yuqiang	599 20 03 96	
მშენებლობის ზედამხედველობის კონსულტანტი - სს უბმ ულუსლარარასი ბირლემშიმ მუშავირლერ მუშავირლიქ ჰიზმეთელი Construction Supervision Consultant - UBM ULUSLARARASI BIRLESMIS MUSA VIRLER MUSA VIRLIK HIZMETLERI A.Ş / 施工监理顾问 - UBM ULUSLARARASI BIRLESMIS MUSA VIRLER MUSA VIRLIK HIZMETLERI A.Ş				
მისამართი და საკონტაქტო ინფორმაცია Address and Contact Info/地址和联系信息	თანამდებობა Position/位置	სახელი და გვარი Name and Surname/名和姓	ტელეფონის ნომერი Mobile Number/手机号码	
საქართველო, თერჯოლის მუნიციპალიტეტი, სოფ. სიქთარვა, 1-ლი ქუჩის I ჩობი N2a Georgia, Terjola Municipality, Village Siktarva, 1 <sup>st</sup> Street I Line N2a	სოციალური/განსახლების სპეციალისტი Social/Resettlement Specialist/社会专家	ჯონი გელაშვილი Joni Gelashvili	577 58 50 25	
ზესტაფონის მუნიციპალიტეტის მერია Zestafoni Municipality City Hall/泽斯塔福尼市政厅				
საქართველო, ზესტაფონი, წერეთლის ქ.N11. ტელ: (492) 252626, 252766. ელ-ფოსტა: <a href="mailto:ZESTAFONI.MUNICIPALITY@GMAIL.COM">ZESTAFONI.MUNICIPALITY@GMAIL.COM</a> Georgia, Zestafoni, Tsereteli St. N11 Tel: (492) 252626, 252766. E-mail: <a href="mailto:ZESTAFONI.MUNICIPALITY@GMAIL.COM">ZESTAFONI.MUNICIPALITY@GMAIL.COM</a>	ზესტაფონის მუნიციპალიტეტის მერიის შიდა აუდიტის და მონიტორინგის სამსახურის უფროსის სპეციალისტი Zestafoni municipality City Hall, the senior specialist of internal audit and monitoring/ Zestafoni 市政厅, 内部审计和监控高级专家	მიხეილ ბრეგვაძე Mikheil Bregvadze	599 10 38 18	
საქართველოს საავტომობილო გზების დეპარტამენტი Roads Department of Georgia/佐治亚州道路局				
საქართველო, თბილისი, ალ. ყაზბეგის გამზ. N12. ტელ: (+995 32) 2376286 ელ-ფოსტა: <a href="mailto:info@georoad.ge">info@georoad.ge</a> Georgia, Tbilisi, Kazbegi ave. N12 Tel: (+995 32) 2376286 E-mail: <a href="mailto:info@georoad.ge">info@georoad.ge</a>	გარემოსა და სოციალურ საკითხთა უფროსის მოადგილე Deputy Head of the division of Environmental and Social issues (RD)/ 环境和社会问题 (RD) 副处长	თინათინ კოლბაია Tinatin Kolbaia	591 93 53 33	

## ANNEX-B: DETAIL OF TEMPORARY IMPACTS

NO.	PURPOSE OF THE LAND LEASING <sup>3</sup>	LOCATION	AREA (SQ M)	CONTRACT DURATION
1	LAND LEASE FOR TEMPORARY SPOIL DUMP AREA	VILLAGE ARGVETA, ZESTAPONI MUNICIPALITY	2980	29.04.2024
2	LAND LEASE FOR TEMPORARY SPOIL DUMP AREA	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	4294 2356	29.04.2024
3	LAND LEASE FOR TEMPORARY ROAD, TUNNEL 4 - 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	645	19.04.2024
4	LAND LEASE FOR TEMPORARY ROAD, TUNNEL 4 - 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	187	19.04.2024
5	TEMPORARY ROAD FOR VILLAGE VACHEVI (NEAR INTERCHANGE #1)	VILLAGE VACHEVI, ZESTAPONI MUNICIPALITY	N/A	5.06.2022
6	LEASE OF LAND FOR SPOIL DUMP AREA BETWEEN TUN 4 AND TUNNEL 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	17.02.2025
7	LEASE OF LAND CLOSE TO INTERCHANGE #3	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	4254	7.04.2022
8	LEASE OF LANDS CLOSE TO TUNNEL 6	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	506 934	24.12.2022
9	TUNNEL 4 TOP LAND LEASE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	1370	TILL END OF PROJECT
10	TUNNEL 5 WEST LAND LEASE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	2951	6.12.2022
11	LEASE OF LANDS CLOSE TO PROJECT CAMP	VILLAGE KVEDA SAKARA, ZESTAPONI MUNICIPALITY	1056 413 423 1233 900 849	29.11.2023 30.11.2022 1.12.2022 1.12.2023 29.11.2023 1.12.2021
12	TUNNEL 5 CAMP LAND LEASE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	2951	15.10.2022

<sup>3</sup> This is done by the Contractor

NO.	PURPOSE OF THE LAND LEASING <sup>3</sup>	LOCATION	AREA (SQ M)	CONTRACT DURATION
13	LEASE OF LAND BETWEEN TUNNEL 4 AND TUNNEL 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	580	20.10.2022
14	LEASE OF LAND CLOSE TO INTERCHANGE 3	VILLAGE KVEDA SAKARA, ZESTAPONI MUNICIPALITY	471	20.10.2022
15	LEASE OF LAND BETWEEN TUNNEL 4 AND TUNNEL 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	800	20.10.2023
16	PK 107+00 NEARBY AS WELL AS PROJECT END LAND	VILLAGE ARGVETA, ZESTAPONI MUNICIPALITY VILLAGE KVEDA SAKARA, ZESTAPONI MUNICIPALITY	2222 1462	19.07.2022 13.07.2022
17	SPOIL DUMP AREA #1 LAND LEASE	VILLAGE DZIRULA, ZESTAPONI MUNICIPALITY	321 300	20.10.2023 20.10.2023
18	SPOIL DUMP AREA #1 LAND LEASE	VILLAGE DZIRULA, ZESTAPONI MUNICIPALITY	1200	20.10.2023
19	TUNNEL 5 LAND LEASE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	1150	20.10.2023
20	SPOIL DUMP AREA LAND LEASE	VILLAGE ARGVETA, ZESTAPONI MUNICIPALITY	N/A	06.05.2023
21	2# BYPASS 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	8.02.2021
22	SUB-CAMP #2 (EQUIPMENT)	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	8.08.2021 8.02.2021 8.08.2021
23	UBM OFFICE	VILLAGE SIKTARVA, ZESTAPONI MUNICIPALITY	554 1297	20.10.2023
24	TUNNEL 5 BYPASS LAND LEASE 1	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	1562	27.10.2023
25	TUNNEL 5 BYPASS LAND LEASE 2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	5.11.2023

NO.	PURPOSE OF THE LAND LEASING <sup>3</sup>	LOCATION	AREA (SQ M)	CONTRACT DURATION
26	2# BYPASS 5	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	208	15.09.2023
27	2# BYPASS 4	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	600	10.09.2023
28	2# BYPASS 3	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	255 196	24.09.2023
29	2# BYPASS 2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	384 259	10.09.2023
30	2# BYPASS 1	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	306	10.09.2023
31	3# BYPASS	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	13.01.2024
32	TUNNEL 5 WORKERS' CAMPSITE	ZESTAPONI, ZAKARIADZE STREET #64	N/A	19.11.2023
33	6# TUNNEL 1	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	3.09.2023
34	6# TUNNEL 2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	3.09.2023
35	6# TUNNEL 3	VILLAGE KVEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	3.09.2023
36	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	7.02.2021
37	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	7.02.2021
38	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	7.02.2021
39	6# SPOIL DUMP AREA LAND LEASE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	19.11.2024
40	6# BYPASS SPOIL AREA	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	19.11.2024

NO.	PURPOSE OF THE LAND LEASING <sup>3</sup>	LOCATION	AREA (SQ M)	CONTRACT DURATION
41	TUNNEL 5 WORKERS' CAMPSITE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	01.11.2024
42	TUNNEL 5 WORKERS' CAMPSITE	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	01.11.2024
43	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	29.09.2024
44	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	7.10.2024
45	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	1.10.2024
46	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	15.12.2024
47	BATCHING PLANT #2	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	15.12.2024
48	OFFICE LAND LEASE	TBILISI, ODESSA STREET #8	500	31.10.2020
49	UBM OFFICE SITE	VILLAGE SIKTARVA, ZESTAPONI MUNICIPALITY	1297,4 1693	20.10.2023
50	TEMPORARY PROJECT HOUSE LEASE	ZESTAPONI, STAROSELKSI STREET #59	N/A	6.07.2020
51	SUB-CAMP #1 LAND LEASE	ZESTAPONI, 9 DZMA KHERKHEULIDZE STREET #6	N/A	7.10.2023
52	SUB-CAMP #2 LAND LEASE	ZESTAPONI, MARJANISHVILI STREET #31	N/A	24.08.2023
53	SUB-CAMP #6 LAND LEASE	VILLAGE KVEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	1.10.2023
54	TUNNEL 5 BYPASS	VILLAGE ZEDA SAKARA, ZESTAPONI MUNICIPALITY	N/A	10.09.2023

**ANNEX-C: GRCE FOR SHORAPANI-ARGVETA F4 IS ESTABLISHED WITH PROVISION OF 7 MEMBERS OF FOLLOWING COMPOSITION**

No	Grievance redress Committee Member	Position	Name of the Representative of GRCE and Contract Details
1	Representative of Resettlement Division of Tbilisi branch office of RD.	Project Manager; Contact person	Nana Bregadze
2	Deputy Head of the Environment and Social Affairs Service of the Roads Department	Member	Tinatin Kolbaia
3	Representative of GRCN of RDMRDI	Member	Archil Jorbenadze
4	Local Resident	Member	Maka Tsitadze
5	Local Resident	Member	Vladimer Chokhonelidze,
6	Advisor to the Mayor	Member	Davit Nioradze,
7	Specialist of Internal Audit and Monitoring Service at the municipality	Member	Mikheil Bregvadze



**ANNEX-D: THE GRIEVANCE REDRESS COMMISSION MEMBERS (RD LEVEL)**

<b>No</b>	<b>Name of Member</b>	<b>Position</b>
1.	Giorgi Tsereteli	Head of commission
2.	Salome Tsurtsunia	Member of commission
3.	Levan Kupatashvili	Member of commission
4.	David Getsadze	Member of commission
5.	Pavle Gamkrelidze	Member of commission
7.	Pikria Kvernadze	Member of commission
8	Vaja Adamia	Member of commission
9	Davit Sajaia	Member of commission
10.	Giorgi Eragia	Member of commission
11.	Nodar Agniashvili	Member of commission
12.	Mikheil Ujmajuridze	Member of commission
13.	Gia Sopadze	Member of commission
14.	Tinatin Kolbaia	Member of commission
15.	Davit Kaladze	Member of commission
16.	Eldar Nephariidze	Member of commission
17.	Pavle Gamkrelidze	Member of commission
18.	Giorgi Tsagareli	Not permanent member of commission
19.	Avtandil Kirvalidze	Member of commission
20.	Mariam Begiashvili	Not permanent member of commission
21.	Archil Jorbenadze	Not permanent member of commission

ANNEX-E: PARTICIPANTS OF TRAINING



GHEC-UBM-Meeting

LOCATION

Preventing Workplace Harassment Training

UBM F4 Office

DATE: 16/06/2022

No	სახელი და გვარი\Name/名称	კომპანია\Company\公司	პოზიცია\position\职位	ხელმოწერა\Signature\签名
1	Gigogi Tshavadze	UBM	Evaluation and	
2	Keti Okroshidze	UBM	Office Manager	
3	BURHAN SUAT	UBM	Bridge Eng	
4	Vijaya B. Shrestha	SMEC	Geotech. Engr	
5	Levan Chakhaliani	interproject	Survey Engr.	
6	Joni Gelashvili	UBM	Social spec.	
7	IRMA YRITDILMUR			
8	George Gogochishvili	UBM	T.E.	
9	Gagi Tsohadze	UBM	D.T.L	
10	Alper Abay	UBM	Acting Team Leader	
11	Tengizi Lomidze	UBM	Road engineer	
12	Masi Kechkhuashvili	UBM	Environm. engineer	
13	Gelodi Guebesiani	UBM	Survey Engineer	
14	Murtalim DADAU	UBM	Company Lawyer	
15				
16				
17				
18				

**ANNEX-F: SUMMARY OF THE CONSULTATION MEETINGS**

Meeting Date	Location	Number of participants		Subject
		Women	Men	
January 4, 2022	Uznadze St. Zestaponi	3	1	Investigate the complaint matter for citizens
January 4, 2022	Village Kveda Sakara	1	1	Investigate the complaint matter of the AP
January 5, 2022	Village Puti	0	4	Investigate the complaint matter for the APs
January 5, 2022	Uznadze St. Zestaponi	1	2	Investigate the complaint matter of the citizen
January 6, 2022	Village Kveda Sakara	1	1	Investigate the complaint matter of citizen
January 10, 2022	Village Zeda Sakara	0	5	Investigate the complaint matter of citizen
January 10, 2022	Village Kveda Sakara	0	2	Investigate the complaint matter of citizen
January 12, 2022	Village Kveda Sakara	3	6	Investigate the complaint matter for citizens
January 12, 2022	S.Zakariadze St. Zestaponi	1	2	Investigate the complaint matter for citizen
January 14, 2022	Village Vachevi	0	10	Investigate the complaint matter for the local residents of the village Vachevi
January 19, 2022	Uznadze St. Zestaponi	2	2	Investigate the complaint matter for the APs
February 2, 2022	Shorapani	2	2	Investigate the complaint matter for AP
February 2, 2022	Village Kveda Sakara	1	2	Investigate the complaint matter for the AP
February 2, 2022	Village Zeda Sakara	0	2	Investigate the complaint matter for the AP
February 2, 2022	Village Zeda Sakara	2	4	Investigate the complaint matter for the AP
February 2, 2022	Village Zeda Sakara	1	2	Investigate the complaint matter for the AP
February 3, 2022	Uznadze St. Zestaponi	3	5	Investigate the complaint matter for citizens
February 7, 2022	Village Zeda Sakara	0	5	Investigate the complaint matter for citizen
February 8, 2022	Uznadze St. Zestaponi	1	1	Investigate the complaint matter for citizen
February 23, 2022	Village Kveda Sakara	3	5	Investigate the complaint matter for citizens
February 25, 2022	Shorapani	1	2	Investigate the complaint matter for the AP
March 3, 2022	Uznadze St. Zestaponi	2	1	Investigate the complaint matter for citizens
March 4, 2022	S.Zakariadze St. Zestaponi	1	2	Investigate the complaint matter for the citizens
March 9, 2022	Marjanishvili St. Zestaponi	0	3	Investigate the complaint matter for the citizens
March 9, 2022	Uznadze St. Zestaponi	1	5	Investigate the complaint matter for the citizens

**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**

Meeting Date	Location	Number of participants		Subject
		Women	Men	
March 10, 2022	Uznadze St. Zestaponi	1	1	Investigate the complaint matter for the citizen
March 10, 2022	Barbare St. Zestaponi	2	4	Investigate the complaint matter for the citizens
March 18, 2022	Barbare St. Zestaponi	2	2	Investigate the complaint matter for the citizen
March 19, 2022	Barbare St. Zestaponi	2	5	Investigate the complaint matter for the citizens
March 28, 2022	Batonishvili St. Zestaponi	1	5	Investigate the complaint matter for the local residents living in Batonishvili street
March 28, 2022	Village Puti	1	4	Investigate the complaint matter for the citizens
March 28, 2022	Village Ilemi	1	4	Investigate the complaint matter for the citizen
March 29, 2022	Village Puti	1	3	Investigate the complaint matter for the citizen
March 29, 2022	Shorapani	1	4	Investigate the complaint matter for the citizen
March 31, 2022	Village Puti	3	10	Investigate the complaint matter for the local residents of the village Puti
April 6, 2022	Barbare St. Zestaponi	0	2	Investigate the complaint matter for the citizen
April 9, 2022	Barbare St. Zestaponi	2	2	Investigate the complaint matter for the citizen
April 11, 2022	Barbare St. Zestaponi	2	2	Investigate the complaint matter for the citizen
April 14, 2022	Barbare St. Zestaponi	1	5	Investigate the complaint matter for the citizens
April 15, 2022	Ninoshvili St. Zestaponi	1	4	Investigate the complaint matter for the citizens
April 15, 2022	Uznadze St. Zestaponi	1	2	Investigate the complaint matter for the citizen
April 15, 2022	Village Argveta	0	3	Investigate the complaint matter for the citizen
April 15, 2022	Village Zeda Sakara	0	3	Investigate the complaint matter for the citizen
April 20, 2022	Barbare St. Zestaponi	2	2	Investigate the complaint matter for the citizen
April 29, 2022	Shorapani	1	2	Investigate the complaint matter for the citizen
May 5, 2022	Village Kveda Sakara	4	4	Investigate the complaint matter for the staff of the ambulatory of village Kveda Sakara
May 17, 2022	Village Puti	1	2	Investigate the complaint matter for the citizen
May 24, 2022	Uznadze St. Zestaponi	1	3	Investigate the complaint matter for the citizen
May 28, 2022	Nikoladze St. Zestaponi	0	2	Investigate the complaint matter for the citizen
June 4, 2022	Uznadze St. Zestaponi	1	2	Investigate the complaint matter for the citizen

Meeting Date	Location	Number of participants		Subject
		Women	Men	
June 10, 2022	Uznadze St. Zestaponi	2	2	Investigate the complaint matter for the citizens
June 10, 2022	Village Zeda Sakara	0	3	Investigate the complaint matter for the citizen
June 16, 2022	Batonishvili St. Zestaponi	3	3	Investigate the complaint matter for the local residents lining in Batonishvili street
June 17, 2022	Village Ilemi	0	3	Investigate the complaint matter for citizens
June 17, 2022	Batonishvili St. Zestaponi	1	2	Investigate the complaint matter for citizen
June 17, 2022	Uznadze St. Zestaponi	6	6	Investigate the complaint matter for the local residents living in the r [REDACTED]
June 23, 2022	Village Zeda Sakara	0	5	Investigate the complaint matter for citizens
June 23, 2022	Nikoladze St. Zestaponi	1	2	Investigate the complaint matter for citizen
June 23, 2022	Shorapani	1	2	Investigate the complaint matter for citizen
June 24, 2022	Village Zeda Sakara	0	2	Investigate the complaint matter for citizen
<b>Total</b>		<b>76</b>	<b>189</b>	

**i) Public consultation held on March 11, 2022**

**Purpose of the Consultation Meeting:** Holding the public consultation about the construction of the pedestrian bridge to maintain access to the highway for the population of Shorapani, after completion of the construction for the E60 Highway Shorapani-Argveta F4 Project.

**Place of the Consultation Meeting:** Zestaponi Municipality City Hall

**Meeting Chairman/Deputy Team Leader:** Gagi Tsotadze

**Meeting Secretary:** Joni Gelashvili

**The Meeting was Attended by:** Representatives of the Environment and Social Affairs Service of the Roads Department of Georgia:

- Mikheil Ujmajuridze - Head of the Division of Environment and Social Issues;
- Tinatin Kolbaia - Deputy Head of the Division of Environment and Social Issues;
- Giorgi Gvaramadze - Head of the Resettlement Division of the Environment and Social Issues;
- Nana Bregvadze – Representative of Division of Environmental and Social, Project Manager.

Representatives of Zestaponi Municipality:

Representatives of the construction supervision consultant company (Engineer):

Representatives of the construction company (Contractor):

And the local residents of the town Shorapani.

**Start Time and Date of the Meeting:** 12:30 o'clock, 11<sup>th</sup> March 2022

**Description of the Meeting:**

On 29<sup>th</sup> April 2021, RD forwarded the statement of the citizen to the construction supervision consultant company. According to the statement, the AP appealed for the increased distance of the access road for her residential house due to the cancellation of the existing access road, which was connected to the existing highway.

The residential house of the Ap is located in the town Shorapani, adjacent to the Project highway (at PK47+00).

On 27<sup>th</sup> April 2021, the construction supervision consultant company discussed the above-mentioned issue and recommended the Employer to arrange a pedestrian bridge in order to provide the shortest access to the Project highway for the citizen and other local residents residing in Shorapani.

The consultation meeting was held in order to survey the local residents' opinions about the arrangement of the pedestrian bridge.

During the meeting, the representatives of the construction supervision consultant company introduced the plan of the pedestrian bridge to the attendees, which has to be constructed at PK48+00 of the Project highway in order to connect the two sides of the town Shorapani after the completion of the Project construction works.

### Issues Raised During the Meeting

Issue	Initiator	Answer
The majority of the attended local residents demand to arrange a pedestrian underpass instead of the pedestrian bridge at PK48+00.	The majority of the attended local residents.	In connection with the mentioned issue, the chairman of the meeting, Gagi Tshitadze, explained to the audience that due to safety norms and life risks, it is not possible to meet the mentioned demands. Whereas, the pedestrian underpass will have a direct exit to the river on a slope at such a height that, in the event of the river overflowing, it will cause safety risks and be dangerous for human life and health;
The arrangement of the bus stops on both sides of the Project highway at Pk48+00 and PK54+50.	The majority of the attended local residents including.	In connection with this, Gagi Tshotadze stated that: 1) The bus stops cannot be arranged on the Project highway at PK 48+00, because the mentioned section is close to the Project tunnel, therefore there is not enough distance for acceleration/deceleration lines, which creates safety risks. 2) It is possible to arrange a bus stop on

Issue	Initiator	Answer
		PK57+00, on which the department will be additionally consulted, to make a final decision.
Construction of a transport road for connecting the existing Shorapani rural road and the Project highway at PK47+00 (at least for the AT direction).	The majority of the attended local residents including.	In connection with this, Mr. Gagi Tsoatdze stated that it will not be feasible to arrange a bus stop on the Project highway at PK 47+00, because it requires the arrangement of additional acceleration/deceleration lines, for which there is not enough space, since the mentioned section is located between the river and the hill, also, it is close to the Project tunnel.
Will the pedestrian bridge be adapted for elderly and disabled people? In particular, how many steps will be arranged on the side of the river?	Local residents of the town Shorapani	The representative of the construction supervision consulting company explained that taking into account the terrain, the pedestrian bridge should be adapted in accordance with the applicable normative acts.
The participants noted that without a direct connection to the Project highway, the road of local importance in the village does not ensure patency in winter, during heavy snowfall.	The majority of the attended local residents.	Representatives of the Department of Highways and the construction supervision consulting company stated that the mentioned issue should be resolved by the local self-government.
The local residents stated that in the case if the existing rural road Shorapani will not be connected to the Project highway at PK47+00, then they demand the redemption of their residential houses.	The majority of the attended local residents.	The representative of RD stated that the redemption needs a legal basis, which was not present in this case.

The representatives of the Zestafoni Municipality City Hall noted that the Project construction of the Shorapani-Argveti (F4) section of the E-60 highway is a kind of challenge for the representatives of the Zestafoni Municipality City Hall, because rural roads and internal transport infrastructure need to be expanded and developed.

**ii) Public Consultation held on May 16, 2022**

Meeting with population of village Puti living on the top of the Tunnel 3 in order to inform them about the results of vibration survey conducted by the order of Department under the construction of Shorapani-Argveta section (F4) of E-60 international highway

**The purpose of the public consultation:** to provide information to the population of village Puti regarding the results of the vibration survey conducted on April 12, 2022, by the Bridge Testing Center of Georgian Technical University by the order of Roads Department (Hereinafter referred to as “Department”).

**Venue: Administrative Building of Zetaponi Municipality City Hall, Zestaponi**

**Chairman of the meeting:** Mikheil Ujmajuridze

**Secretary of the meeting:** Tinatin Kolbaia

**The meeting was attended by:**

- **Mikheil Ujmajuridze** - Head of the Environmental and Social Issues Division of Department;
- **Tinatin Kolbaia** - Deputy Head of the Environmental and Social Issues Division;
- **Mariam Begiashvili** - Social Safeguards Consultant of the Environmental and Social Issues Division, Stakeholder Engagement Consultant;
- **Local people:** population of village Puti of Zetaponi Municipality;
- **Representatives of construction company Guizhou Highway Engineering Group Co Ltd and China National Technical Import & Export Corporation Joint Venture:** Chen Yuqiang, Chen Zhou;
- **Representatives of supervision company JV of UBM ULUSLARARASI BİRLEŞMİŞ MÜŞAVİRLER MÜŞAVİRLİK HİZMETLERİ A.Ş. and SMEC International PTY LTD:** Alper Atach, Gagi Tsotadze, Giorgi Tsibadze and Joni Gelashvili;
- **Representatives of Zestaponi Municipality City Hall:** Mayor of Municipality – Vasil Gvelesiani, Mikheil Nioradze.

**Agenda:**

- to provide information to the population of village Puti regarding the results of the vibration survey conducted on April 12, 2022, by the Bridge Testing Center of Georgian Technical University by the order of Department;
- Giving explanations to the population on social issues arising within the project.

**Commencement time of the public consultation:** 13:15, May 16, 2022.

The chairman of the meeting - Mikheil Ujmajuridze opened the meeting and provide the population of the village Futi with an issue they were interested in, namely, the results of a vibration survey caused by the explosion of the third tunnel in order to be constructed under the project.

The chairman of the meeting explained to the population that on April 12, 2022, by the order of Department, a vibration survey was carried out at three sites (two houses and a stadium area) in the village Puti during the tunnel blasting works. The survey was conducted at the request of the local people on April 6, 2022, at a public consultation meeting.

Mikheil Ujmajuridze presented the results of the vibration survey and explained that the Bridge Testing Center of the Georgian Technical University determined the following:

- According to the results of a 2-hour vibration survey carried out at the residential building (Cadastral Code: ██████████) owned by the citizens, located in the village Puti, Zestaponi Municipality, on the construction section of the Tunnel №4003 of the Lot F4 project of E-60 highway, the highest indicator of the data was 0.471 mm/s towards the X axis. Therefore,



according to the DIN 4150-3 standards, vibrations caused by a specific explosive dose and from a specified distance are not destructive-damaging to the building.

- According to the results of a 2-hour vibration survey carried out at the residential building (Cadastral Code: ██████████ owned by the APs located in the village Puti, Zestaponi Municipality, on the construction section of the Tunnel №4003 of the Lot F4 project of E-60 highway, the highest indicator of the data was 0.389 mm/s towards the Y axis. Therefore, according to the DIN 4150-3 standards, vibrations caused by a specific explosive dose and from a specified distance are not destructive-damaging to the building.

- According to the results of a 2-hour vibration survey carried out at the stadium in the village Puti, Zestaponi Municipality, on the construction section of the Tunnel №44003 of the Lot F4 project of E-60 highway, the highest indicator of the data was 0.358 mm/s on the Y axis. Therefore, it must be said that the implementation of existing works using a specific explosive dose and from a specific distance is not harmful to the stadium.

The chairman of the meeting once again explained to the population that, in accordance with the Environmental Impact Assessment Document prepared for the project, the vibration up to 5 mm/s is not harmful to the structures.

In addition, the analysis indicated in the survey shows that according to DIN 4150-3 standards, the maximum allowable vibration level even for the most sensitive building (buildings with architectural status (historical monument)) is 2,5.

According to the abovementioned, based on the vibration survey data, it is unlikely that the tunnel affects the buildings located in the monitoring area.

After giving explanations, the chairman of the meeting gave the opportunity to the local people to continue the meeting in question-answer mode in order to bring up all the issues they were interested in.

Attendees individually raised problematic issues, to which the representatives of Department and companies provided comprehensive responses.

	<b>Author of the Comment</b>	<b>Question</b>	<b>Explanation</b>
1.	Aps of Puti village	<p>The question of the population was about the different power of explosions, as well as the notification of the exact time of explosion. According to them, explosions are implementing with different explosive charges at different times. Consequently, sometimes the explosion power is feelable, sometimes not. Therefore, the vibration rates will also be different.</p> <p>Also, the local people noted that the times of explosions are posted, but the explosion is carried out with a delay of 2-3 hours. However, 10-15 minutes are not significant.</p>	<p>Explosions are subject to constant monitoring and the engineer is instructed to monitor the mentioned process.</p> <p>Also, the contractor was instructed to inform the local people about the exact time of the explosions.</p>

	<b>Author of the Comment</b>	<b>Question</b>	<b>Explanation</b>
2.	Citizen of the Puti village	The residential house owned by the Ap is damaged and despite the new repair, the new cracks have appeared, which are caused by the work of heavy equipment nearby.	<p>The engineer’s representative explained that he was on site to monitor the cracks. However, taking into consideration the distance between the construction section and the residential house, it is unlikely the mentioned house to be affected.</p> <p>Also, the engineer’s representative mentioned that the survey of the complainant found that the cracks appeared before the explosions.</p>
3.	Citizen of the Puti village	The question of the local people was about the possibility to carry out additional survey not by the Technical University but by another independent entity.	The Technical University is an independent entity that has a contractual relationship with Department. However, it conducts vibration survey under its own responsibility and it is also responsible for the results. Thus, at this stage, there is no necessity to search for additional subject.
4.	Citizen of the Puti village	Labor Safety issues should be taken into consideration, as the construction works represents the obstacle for people to move on the road. In addition, the movement of children takes place in the vicinity of heavy equipment.	The engineer and the contractor were given a strict warning by the representatives of Department, to ensure the labor safety conditions strictly and to carry out the works only in accordance with the strictly observed conditions.
5.	Citizen of the Puti village	As a result of the construction of the highway, the residential house was damaged, the cracks increased and the plaster marks are falling off.	The engineer was instructed to urgently monitor the cracks and submit the results to the employer.
6.	Citizen of the Puti village	The citizen's question was about the ways to solve the problem of water and well drying. Also, he was interested in the rule of compensation for different types of damages.	Any damages caused by the impact of the project are subject to compensation and every citizen’s rights that are violated must be restored to their original form. In case of drying of the wells, alternative water resources should be arranged and restored in the same way. This issue is regulated

	<b>Author of the Comment</b>	<b>Question</b>	<b>Explanation</b>
			by the Environmental Impact Assessment Document.

**iii) Public Consultation held on May 18, 2022**

Meeting with residents of Vakhushti Batonishvili, St.Barbare and D.Uznadze streets in Zestaponi in the vicinity of Tunnel N5 to inform them about the results of the vibration survey conducted by the order of Department and explain to them the other social issues under the construction of Shorapani-Argveta section (F4) of E-60 international highway.

**The purpose of public consultation:** to provide information regarding the results of the vibration survey conducted on three cadastral units located at Vakhushti Batonishvili, St.Barbare and D.Uznadze streets in Zestaponi Municipality on April 14, 2022, by the Bridge Testing Center of Georgian Technical University by the order of Roads Department (Hereinafter referred to as "Department"), as well as to clarify the social issues arising around the project.

**Venue:** Administrative Building of Zetaponi Municipality City Hall, Zestaponi

**Chairman of the meeting:** Mikheil Ujmajuridze

**Secretary of the meeting:** Tinatin Kolbaia

**The meeting was attended by:**

- **Mikheil Ujmajuridze** - Head of the Environmental and Social Issues Division of Department;
- **Tinatin Kolbaia** - Deputy Head of the Environmental and Social Issues Division;
- **Mariam Begiashvili** - Social Safeguards Consultant of the Environmental and Social Issues Division, Stakeholder Engagement Consultant;
- **Local People:** Residents of D.Uznadze, Batonishvili and St.Barbare street in Zestaponi;
- **Representatives of construction company - Guizhou Highway Engineering Group Co Ltd and China National Technical Import & Export Corporation Joint Venture: Chen Yuqiang, Chen Zhou;**
- **Representatives of supervision company JV of UBM ULUSLARARASI BİRLEŞMİŞ MÜŞAVİRLER MÜŞAVİRLİK HİZMETLERİ A.Ş. and SMEC International PTY LTD:** Alper Atach, Gagi Tsotadze, Giorgi Tsibadze and Joni Gelashvili;
- **Representatives of Zestaponi Municipality City Hall:** Vasil Gvelesiani- Mayor of Municipality; Giorgi Jugeli – Deputy Mayor of Zestaponi Municipality; Mikheil Nioradze- Representative of Zestaponi Municipality.

**Agenda:**

- To provide information to the residents of Vakhushti Batonishvili, St.Barbare and D.Uznadze streets in Zestaponi regarding the results of the vibration survey conducted on April 14, 2022, by the Bridge Testing Center of Georgian Technical University by the order of Department;
- To give explanations to the local people on the social issues arising around the project.

**Commencement time of the public consultation: 13:00, May 16, 2022**

The chairman of the meeting, Mikheil Ujmajuridze, opened the meeting and informed the population about the results of the vibration survey caused by the explosive works of the fifth tunnel to be built within the project. He provided the residents of Vakhushti Batonishvili and St.Barbare street with the information, as well as, he provided the residents of building located

at N132 Uznadze Street with the results of the vibration survey caused by the drilling works of the Tunnel N5 tunnel (from Argveti portal).

The chairman of the meeting explained to the population that by the order of Department, on April 14, 2022, the vibration survey was carried out during the tunnel explosive works on N132 Uznadze, Batonishvili and St.Barbara Streets.

Mikheil Ujmajuridze presented the results of the vibration survey and explained that the Bridge Testing Center of the Georgian Technical University determined the following:

- A 2-hour vibration survey was conducted on the residential building located in Zestaponi Municipality, at №20a St.Barbara Street (Cadastral code: 32.09.44.314) on the construction section of the Tunnel №4005 of the F4 project of E-60 highway. According to the results of the survey, the highest indicator from the obtained data was 0.451 mm/s towards Y axis, therefore, according to the standards (DIN 4150-3), vibrations caused by a specific explosive dose and from a specified distance are not destructive-damaging to the building.

- A 2-hour vibration survey was conducted on the residential building located in Zestaponi Municipality at Vakhushti Batonishvili Street (Cadastral code: 32.10.31.474) on the construction section of the Tunnel №4005 of the F4 project of E-60 highway. According to the results of the survey, the highest indicator from the obtained data was 1.092 mm/s towards Y axis, therefore, according to the standards (DIN 4150-3), vibrations caused by a specific explosive dose and from a specified distance are not destructive-damaging to the building.

- A 3-hour vibration survey was conducted on the residential building located in Zestaponi Municipality at №89 Dimitri Uznadze Street (Cadastral code: 32.10.31.594) on the construction section of the Tunnel №4005 of the F4 project of E-60 highway. According to the results of the survey, the highest indicator from the obtained data was 0.376 mm/s towards Y axis, therefore, according to the standards (DIN 4150-3), vibrations caused by a specific explosive dose and from a specified distance are not destructive-damaging to the building. In addition, it should be noted that the drilling works were carried out exactly at the nearest point at the depth of the building.

The chairman of the meeting once again explained to the population that, in accordance with the Environmental Impact Assessment Document prepared for the project, the vibration up to 5 mm/s is not harmful to the structures.

In addition, the analysis indicated in the survey shows that according to DIN 4150-3 standards, the maximum allowable vibration level even for the most sensitive building (buildings with architectural status (historical monument)) is 2,5.

According to the abovementioned, on the basis of the vibration survey data, it's unlikely that the buildings located in the monitoring area are affected by the tunnel.

After giving explanations, the chairman of the meeting gave the opportunity to the local people to continue the meeting in question-answer mode in order to bring up all the issues they were interested in.

Attendees individually raised problematic issues, to which the representatives of Department and companies provided comprehensive responses.

	<b>Comment Author</b>	<b>Question</b>	<b>Explanation</b>
1.	Representative of the APs	What is the distance between Tunnel №5 and the house of its trustors and how is this distance calculated? Is the distance on the plane an accurate reflection of the distance from the tunnel?	The representatives of the department explained to the author of the question that the distance between the immovable thing and the project engineering object, in this case the tunnel, is calculated as a result of compliance between the electronic

	Comment Author	Question	Explanation
			<p>version of the design documentation and cadastral data of immovable things.</p> <p>The drawings were opened to the public and was shown through the projector.</p> <p>The author of the question was explained that the obligation of resettlement arises only if the residential houses are located 25 meters above the tunnel and if a line drawn perpendicular from the immovable thing is considered to be the height.</p> <p>The discussable real estate is located in the area between the tunnels, about 27 meters from the arch, therefore, it is not subject to the resettlement.</p>
2.	Representative of the APs	<p>What is the distance between the residential houses owned by his trustor and the tunnel and why are the houses owned by the AP not considered to be the acquired immovable property which are located at a depth of 25 meters from the tunnel, in accordance with paragraph 5 of Article 53 of the Decree N57 of the Government of Georgia dated March 24, 2009 “On the Rules and Permit Conditions for Issuing a Construction Permit”.</p>	<p>Author of the question was explained that the house of the AP is located 23 meters diagonally from the arch of the tunnel, which does not mean the existence of the property at a depth of 25 meters from the tunnel.</p> <p>In addition, it was explained to the author of the question that the administrative body implementing the norm under review - LEPL Construction and Technical Supervision Agency – was applied regarding the issue of the obligation to purchase the land owned by Jambul Matsaberidze and the author of the question will be provided with additional information.</p> <p>Drawings of distances and trajectories were opened to the public and was shown through the projector.</p>

	Comment Author	Question	Explanation
3.	APs	There is an impact on residential houses and this impact needs further research at this stage.	<p>The AP was explained that in order to determine the impact on the houses owned by their trustors, a vibration survey was carried out and they applied to the Levan Samkharauli National Forensics Bureau too. The results of the vibration survey were explained at the same meeting, and according to the conclusion of the Bureau, residents of Uznadze street N132 are currently rented out.</p> <p>Representative of the AP was explained that, in addition to the land plots, which were originally included in the resettlement plan, appropriate measures would be taken at the project stage, if there were an impact on other real estate. If it is the necessity for real estate to be repaired, strengthened or acquired. Department reviews the application of all citizens individually and makes decision on the relevant measures in accordance with the identified needs.</p> <p>The chairman of the meeting emphasized the need to conduct vibration survey, so that the population who complains about the impact caused by the work is obliged not to interfere with the conduct of additional survey by Department. The damage caused by the works is directly related to the vibration caused by the works and it is necessary for the local people to support these surveys.</p>
4.	Representative of the APs	What is the legal basis of the distances between tunnels and houses indicated on building-structures inventory cards? The distance to the house owned by	The AP was informed that Department had repeatedly explained to her about the distance between the house owned by her trustor and the

	<b>Comment Author</b>	<b>Question</b>	<b>Explanation</b>
		his trustor is removed while 7 meters is indicated.	nearby tunnel №5 and sent drawings. While the legal purpose of building-structures inventory cards is to fix the cracks and not to reflect the distance between the engineering facility and the residential house.
5.	AP	Are local people obliged to go outside during the explosions in winter?	The citizen was explained that contractor is obliged to warn the population with a siren during explosions.  It was also clarified that there were no explosions during the winter and the explosions started from March 15, after the permit was issued.  The explosions have minimal impact on his home. However, due to the additional safety, it is necessary for him to leave the house.
6.	Representative of the APs	When will the residential house owned by the AP be monitored?	Representatives of Department clarified that they provide the supervision company with this issue and monitoring will be carried out within the next few days.
7.	Ap	Uznadze Street dust is annoying.	Department explained to the locals that the contractor is obliged to water the area several times a day and trucks have to move covered with "tarpaulin". The contractor was instructed to do so.
8.	Local People	The issue of night works, according to the residents, works and explosions are carried out at night.	Department clarified that the explosion is not allowed at night, while during the night hours, there are carried out only such works, which can not be stopped due to the specifics of the works themselves.



ANNEX-G: ATTENDANCE SHEET OF CONSULTATION MEETING

დასწრების ფურცელი

შეხვედრის მიზანი *ფუძვლიანი გეგმის, ხე. გზის რესტრუქტურის შექმნის*  
 თარიღი *16.05.2022*  
 დაწყების დრო *2.20 p.m. - 3.00 p.m.*

სახელი გვარი	საკონტაქტო ინფორმაცია	ხელმოწერა	შენიშვნა
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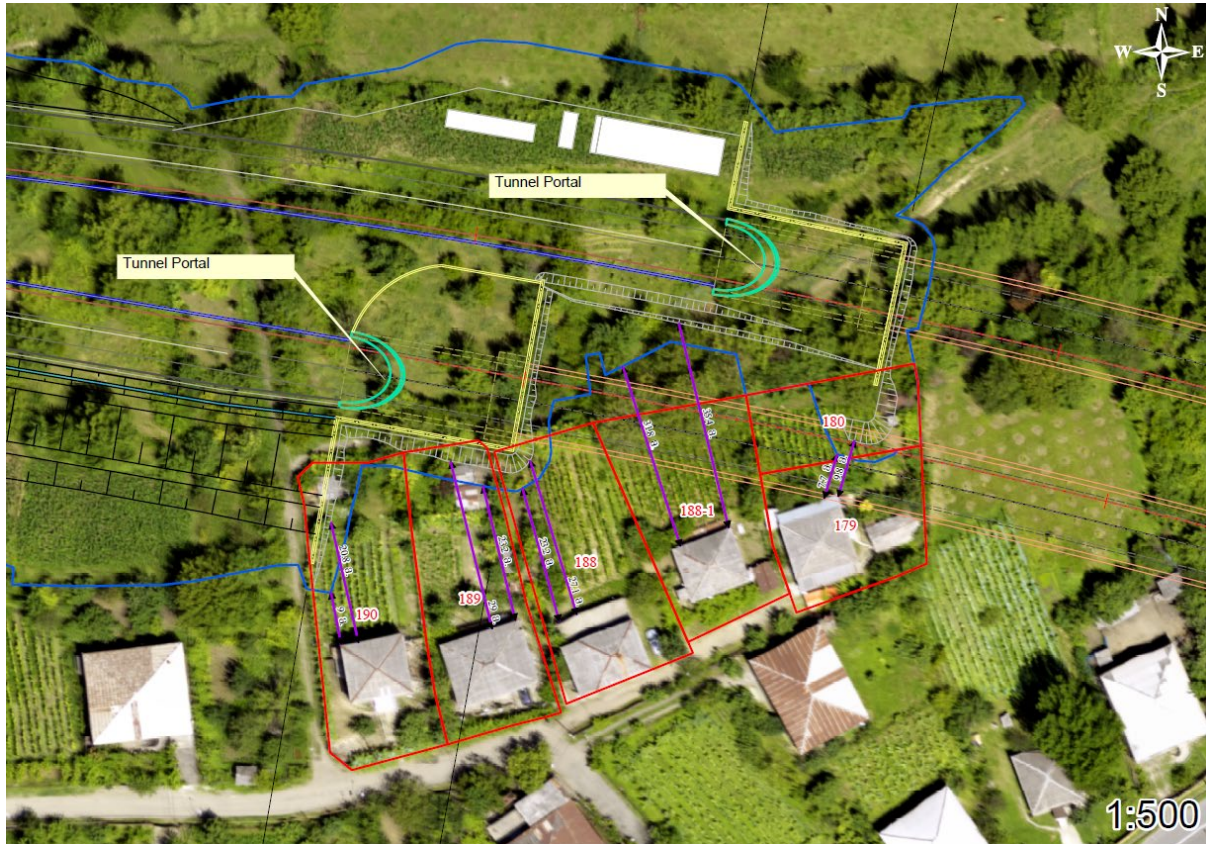


დასწრების ფურცელი

შეხვედრის მიზანი *F4 სივრცის ვებგვერდი, ქ. თბილისში მდებარე მოსახლეობის*  
თარიღი *18.05.2022* *შ/კ/16*  
დაწყების დრო *2.00 p.m.*

სახელი გვარი	საკონტაქტო ინფორმაცია	ხელმოწერა	შენიშვნა
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ANNEX-H: HOUSES OVER TUNNEL PORTAL (ADDENDUM-1)





**ANNEX-I: SITUATION MAPS OF THE ACCESS ROADS**



Access road 1, PK 83+00-PK 91+00 (1.3km)

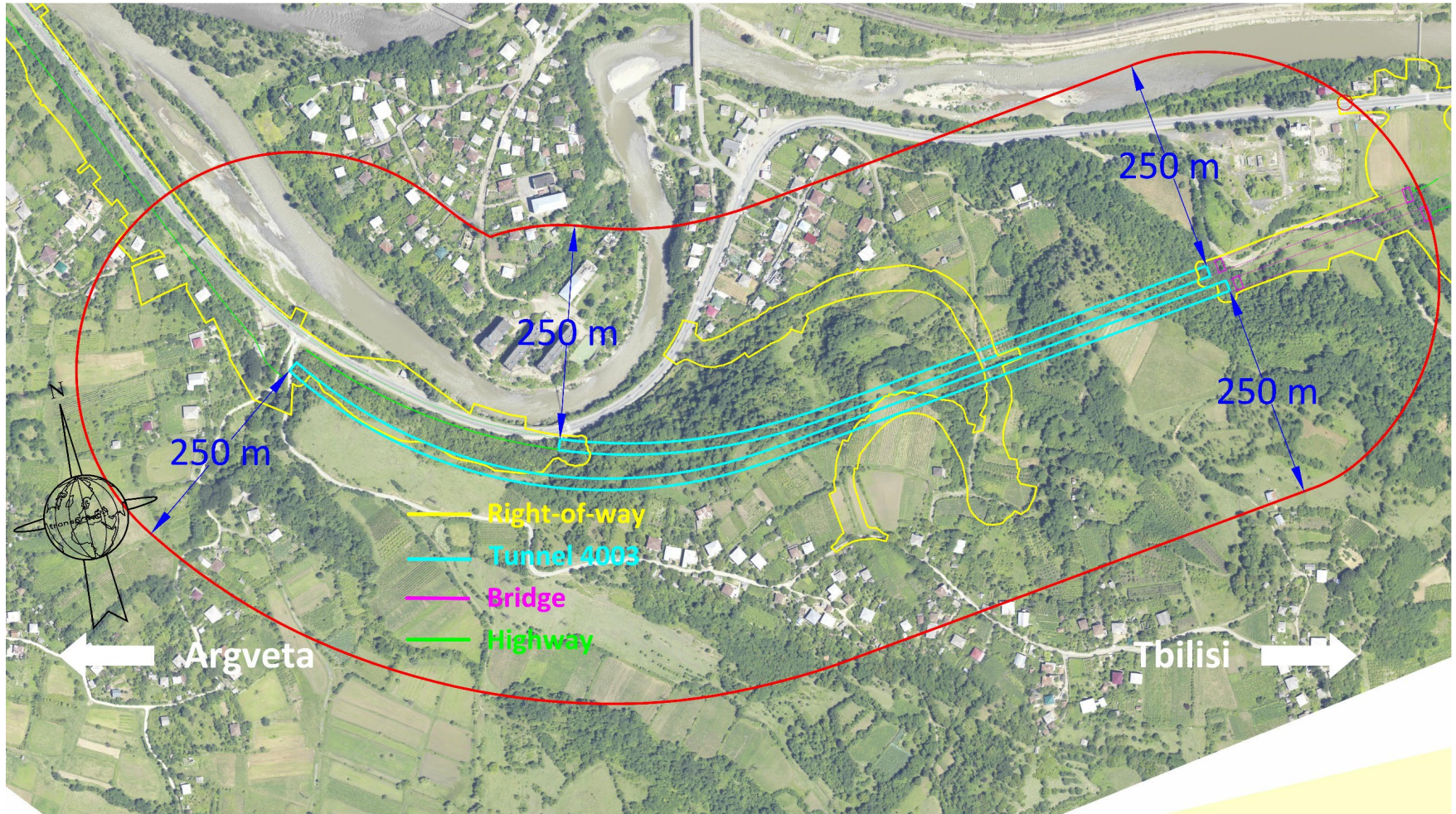


Access road 2, PK 71+00 (340m)





ANNEX-J: LOCATION MAP OF THE HOUSES MEASURED DURING THE BASELINE SURVEY



**ANNEX-K: DETAIL OF SECONDARY ROADS**

Local Road #	Mainline PK	Road Length	Existing Road Type	Description & Physical Conditions
1	1+850	450	Asphalt Road	This is an existing E-60 National Road. The design Bridge #1 Pier is falling over this road. In order to avoid interference with Bridge Pier, the existing alignment of this road is slightly deviated in the initial design, due to which small portion of the road has to pass through new alignment.
2	2+400	400	New Alignment - Barren Land	This is a new local road starting at Pk 2+400 and connects to the existing local road which starts at Pk 2+040. It passes through new alignment and virgin land.
3	3+785	980	Gravel Road	This is an existing local road connecting existing E-60 Road and passes above Tunnel #3. The existing road is a gravel road and passes through steep slope of 12% (max). Site photos show damaged section of road due to rain water.
4	9+217	233	Concrete Road	This is an existing Concrete road. The design Bridge #5 passes above this local road. Due to insufficient clear distance between this local road and design Bridge, the level of this local road is to be lowered. Hence, this existing concrete road is to be demolished and new concrete road is to be built as per initial design. At some places, the existing ditch is filled with debris and grasses are grown due to which water is passing over this road which has caused deterioration of the existing concrete road.
5	10+130 Ramp 1	363	New Alignment - Barren Land	The existing local roads nearby the Bridge #6 will be blocked due to construction of design E-60 Highway. In order to give passage to the villages around this location, the existing local road alignment is deviated and taken below the Bridge #6. Hence, it passes through new alignment and barren land.
5	10+130 Ramp 2	370	New Alignment - Barren Land	The existing local roads nearby the Bridge #6 will be blocked due to construction of design E-60 Highway. In order to give passage to the villages around this location, the existing local road alignment is deviated and taken below the Bridge #6. Hence, it passes through new alignment and barren land.

Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section

Local Road #	Mainline PK	Road Length	Existing Road Type	Description & Physical Conditions
6	10+840	638	New Alignment - Barren Land	The existing local roads nearby the Bridge #6 will be blocked due to construction of design E-60 Highway. In order to give passage to the villages around this location this local road is provided and it crosses the design E-60 highway through an underpass. The road passess through new alignment and barren land.
7	12+749	217	Gravel Road & Concrete Road	There is an existing local road at this location which will be blocked due to construction E-60 highway. In order to give passage to this local road, underpass is provided at this location and new local road is to be built. The existing roadk is a combination of gravel and concrete road. This area contains significant amount of water due to which the existing concrete road is deteriorated.
8	12+900	594	New Alignment - Barren Land	This local road is passing through new alignment and barren land. It crossess the design highway E-60 through an underpass
9	13+685	279	Gravel Road & Barren Land	This local road is partly on existing gravel road and partly on new alignment. It crossess the deisgn highway E-60 through an underpass
10	6+300	274	Asphalt Road	This is an existing Asphaltic road passign between the end of Bridge #4 Abutment and beginning of Tunnel #4 Portal. Tunnel #4 portal would lie below this local road, due to which the verticle profile of this local road is raised. A new Asphaltic road is to be built as per initial design. The existing road condition is good.
11	8+300	534	New Alignment - Barren Land	This local road contains partly gravel road and most of it passess through new alignment and barren land.
12	8+800	820	New Alignment - Barren Land	This is a pedestrian road of 2 m width to be made of gravel as per initial design. It passess through hilly and plain terrain. The route passess through new alignment. No ditch is provided as per initial design.
13	7+060 Ramp 2	167	Gravel Road	This is an existing gravel road and it lies below the Bridge #7. There are two ramps. Ramp-1 is through new route and it is short in length. There is no Ditch provided in Ramp-1 as per initial design. Ramp-2 is through existing gravel road as seen in the pic
		6319		



### Annex-L: Photo Gallery

Telephonic discussion with the AP about the possible damage to her retaining wall



Sharing design drawing to the AP reference to his residential structure from ROW



Consultation meeting with citizen, concerning the possible damage to his residential house due to the project construction works and the distance between her residential house and Tunnel 4005-TA (Pk 80+50)



Consultation meeting with citizen, concerning the possible damage to his residential house due to the project construction works and the distance between his residential house and Tunnel 4005-AT (Pk 82)



**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**

Consultation meeting with the local residents living in Batonishvili street about the risk of damage to their residential houses due to the tunnel blasting works (Pk 71)



Communication with the local residents of Uznadze about watering the road to reduce dust pollution (Pk 81)



Consultation with the households during measuring noise/vibration in the vicinity of their houses



Consultation with household about the necessary mitigation/corrective actions during the ongoing construction works





**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**

Consultation with the local residents of the village Vachevi concerning necessary measures to maintain the access road of the village



Consultation meeting with the local residents living in Batonishvili street about the risk of damage to their residential houses due to the tunnel blasting works (Pk 71)



Consultation with the AP about arranging alternative access road for her household's residential house before the existing access will be canceled



Consultation with the households concerning the purpose of the planned vibration instrumental monitoring for their residential houses



**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**

Consultation with the household about the necessary remedial action for the accidentally damaged agricultural land plot



Consultation with the AP about the risk of damage to his residential house due to the Project construction works



Consultation with the local residents of the village Puti during delivering the pre-construction technical condition survey data/documentation of their residential houses about the risk of damage to their private properties



Consultation with the citizen during implementing vibration instrumental monitoring to their residential house about the risk of damage to the house due to the ongoing construction of the Project Tunnel 4004 & Tunnel 4005



Consultation with the staff of the ambulatory of the village Kveda Sakara about the risk of damage to the ambulatory building due to the ongoing Project construction works

Consultation with the household about the risk of damage to his residential house and the grocery store



**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**



Meeting with population of village Puti living on the top of the Tunnel 3 to inform them about the results of vibration survey conducted by the order of Department under the construction of Shorapani-Argveta section (F4) of E-60 international highway



Meeting with residents of Vakhushti Batonishvili, St.Barbare and D.Uznadze streets in Zestaponi in the vicinity of Tunnel N5 to inform them about the results of the vibration survey conducted by the order of Department under the construction of Shorapani-Argveta section (F4) of E-60 international highway



**Trainings for the UBM staff**

UBM organized the training session for its staff on Workplace Harassment Prevention on May 16, 2022. National M&E specialist



**Trainings for the UBM staff**

Another view of the training session delivered on workplace Harassment organized for UBM staff staff. National M&E

**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**

of UBM was the resource person



Health and Safety training session organized by the contractor for its staff during the reporting period. H&S expert of the contractor was the resource person.

specialist of UBM was the resource person



Contractor Organized the training on health and safety for its staff during the reported period. The H&S expert of the contractor was the resource person



Another view of training on health and safety for contractor staff during the reported period. The H&S expert of the contractor was



A demonstration on health and safety exercise for contractor staff during the reported period. The H&S expert of the contractor



**Semi-annual Social Monitoring Report January – June 2022, East–West Highway (Shorapani–Argveta) F4 Section**

