



**Roads Department
of the Ministry of Regional Development and Infrastructure of Georgia**

**Environmental and Social Management Framework
For Implementing
Secondary and Local Roads Project-III**

Tbilisi 2014

1. INTRODUCTION

Georgia has a well-developed road network, but majority of secondary and local roads are damaged because of lack of maintenance funds and/or climatic events. Government of Georgia allocates significant resources for the rehabilitation and maintenance of roads, because they play an important role in economic development of the country. The World Bank has been assisting the Government in rehabilitation of the East-West Highway as well as of the vitally important secondary and local roads for several years. While the Secondary and Local Roads Project (SLRP) I was successfully completed and SLRP II is nearing completion, a new SLRP III is now being commenced. Continuing series of SLRPs is justified by significant social and economic impact of their implementation, including improved access to schools, healthcare facilities and markets; stimulation of small business development and tourism; generation of temporary and permanent jobs, etc. – all of the above leading to the decrease of poverty-driven outmigration of population.

The Project Development Objectives (PDO) for SLRP III are to reduce road user cost on project roads and improve the sustainability of the secondary and local road asset management.

The Project includes the following components:

Component 1: Rehabilitation and Improvement of Secondary and Local Roads. This component will finance (i) the rehabilitation of secondary and local roads, and (ii) consultancy services for the supervision of civil works and preparation of designs.

Sub-component 1.1: Rehabilitation and improvement works of secondary and local roads. This sub-component will finance rehabilitation and improvement works of secondary and local roads, totaling 200 km (53 km of local roads and 147 km of secondary roads). Road safety audits will be embedded in the design process from the beginning and recommendations of the road safety audits will be implemented as an integral part of the entire rehabilitation works contracts.

Sub-component 1.2: Consultancy services for supervision and design. Designs for about 90 km of road sections have been or are being prepared under SLRP-II and KRRIP. This sub-component will finance detailed designs of the remaining project work program (for about 110 km) under Third SLRP and other new road projects, and supervision of civil works

Component 2: Capacity building and strengthening in local and secondary roads management. This component will aim at (i) building the capacity of MRDI and the Municipalities in the sustainable management of local roads and (ii) further strengthening the RD's capacity in management of secondary roads.

Component 3: Road Safety Technical Assistance. This component will use a safe systems approach (i.e., engineering, education, enforcement and emergency services) and will finance a "Safe Village" program on and along three local roads in Imereti Region which are to be rehabilitated under this project.

SLRP III triggers two safeguard policies of the World Bank: OP/BP 4.01 Environmental Assessment, and OP/BP 4.12 Involuntary Resettlement. According to the World Bank OP/BP E4.01, the project is classified as environmental Category B. While the national environmental legislation does not require application of environmental due diligence to this Project, the World Bank policy does call for the assessment and management of environmental and social risks associated with SLRP III. To meet this requirement, the present Environmental and Social Management Framework (ESMF) has been developed. It formulates the main principles of environmental and social management applicable to the Project and provides guidance for carrying out site-specific environmental work required for individual investments as well as for the public disclosure and stakeholder consultation on the potential impacts of the Project.

According to the World Bank OP/BP 4.12, a Resettlement Policy Framework (RPF) is developed, which outlines the main principles of fair compensation for property or user rights to any assets involuntarily given up by affected people due to the project implementation. Site-specific Resettlement Action Plans (RAPs) will be prepared for those individual investments to which OP/BP 4.12 is applicable. Such cases are expected to be rare, but arrangements shall be in place to handle them properly if and as necessary.

2. WORLD BANK ENVIRONMENTAL AND SOCIAL MANAGEMENT GUIDELINES

2.1 Main Principles

All projects funded by the World Bank must comply with the World Bank's environmental and social guidelines. The purpose of these guidelines is to establish an environmental and social review process to ensure that the projects undertaken as part of programs funded under the World Bank loans are environmentally and socially sound, are designed to operate in compliance with applicable regulatory requirements, and, as required by the regulations of the Bank, are not likely to cause a significant environmental, health, or safety hazards or to aggravate social impacts and risks to stakeholders.

The World Bank is committed to program design that reflects results of public participation in host countries during all phases of the program, integrating governmental interests with those of private businesses and civil society. In this spirit, the RD, which is an implementing entity for SLRP-III, will ensure that the preparation of site-specific environmental and social documents for individual investments under the Project include public disclosure and consultation with all affected parties.

The World Bank is committed to the principles of host-country ownership of a compact, including host-country responsibility for measures to mitigate adverse environmental and social impacts. The Bank-funded projects shall, therefore, comply with host-country laws, regulations and standards, as well as with requirements by which the host country is bound under international agreements. Although the Georgian legislation does not require environmental assessment, expertise, and permitting for the types of activities supported by SLRP-III, any other rules, norms or standards which may apply to various aspects of the project implementation, must be followed and complied with.

2.2 Environmental Management for Small Scale Road Construction or Rehabilitation

Although the tentative list of the individual road sections to be rehabilitated under the SLRP-III may be updated as implementation progresses, and despite the fact that detailed designs are not finalized for all sections of roads currently entered into the Project's work program, the nature, scope, and potential impacts of upcoming works are well known upfront. Potential negative impacts are typical for the small road rehabilitation projects and pretty similar for all intended individual investments. Therefore, the Environmental Management Checklist for Small Scale Road Construction or Rehabilitation, attached to this ESMF, will be used as a tool for planning, implementing, and monitoring site-specific environmental management work for the majority of works to be financed under the SLRP III. Checklists to be completed for each section of road included in the Project will carry: brief description of a site, technical outline of planned works, potential environmental and social risks of such works, set of measures for their mitigation, and a plan for monitoring application of mitigation measures. Completed environmental management

checklists will be subject to the World Bank's review and approval. Undertaking of an Environmental and Social Impact Assessment is required for at least one higher risk road section included into the SLRP III work program, which is the Bakurtsikhe-Gurjaani bypass. Suggested outline of the ESIA report is attached to this ESMF.

2.3 Public Consultation

Draft version of the present ESMF was disclosed in Georgian and English languages through the web page of the RD and feedback was solicited from the Project stakeholders. RD will disclose draft site-specific ESIA reports and EMPs through the media and will deliver these documents to the locally affected stakeholders in the way maximizing convenience of their access by the Project affected people. Stakeholder consultation meetings will be organized and the received feedback will be incorporated as relevant in the final versions of the ESIA reports and EMPs. Minutes of consultation meetings will be documented and kept on file.

2.4 Monitoring

Environmental and social monitoring will be an integral part of the RDI's technical supervision of works under the SLRP-III to be undertaken by the RD. RD will be responsible for producing monthly snapshot reports on environmental and social compliance from all active work sites. Based on site-specific data, status reports on environmental and social management will be developed and included into the general progress reports shared with the World Bank. Any accidents, contingencies, unexpected environmental issues or ad-hoc problems will be communicated to the World Bank immediately, regardless the timeline of regular reporting.

3. ENVIRONMENTAL AND SOCIAL PROCEDURES APPLIED BY RD MRDI

RD is responsible for the application of environmental and social safeguards. Due environmental and social diligence of RD will include assuring (i) presence of satisfactory site-specific EMPs for all sections of roads under rehabilitation and Environmental and Social Impact Assessment (ESIA) reports and RAPs, if and as required; (ii) presence of the required permits for waste disposal, quarrying and borrowing, operation of asphalt/concrete plants, etc. as applicable; (iii) proper application of mitigation measures provided in the site-specific EMPs and RAPs in the course of works and upon their completion; and (iv) observance of occupational safety rules as well as safety of traffic and pedestrian movement in and around work sites.

For meeting such standards RD will develop site-specific ESIA reports, as required, and EMPs for all sections of roads selected for rehabilitation, guarantee inclusion of EMPs in the bidding documents for rehabilitation works and their incorporation into the works contracts, and will maintain efficient mechanism of field environmental monitoring of works. RD will perform these functions through its Resettlement and Environment Division comprising twelve staff members with relevant education and professional skills, as well as the consultants with international experience hired for the technical supervision of operations. These arrangements will serve critical institutional needs of RD in general, as well as smooth implementation of SLRP III and other ongoing operations being implemented by RD with the World Bank support. The RD will develop and implement the process to monitor and evaluate provided reports on environmental performance and compliance with this EMP. Monitoring of the policy's implementation, performance and effectiveness will be the responsibility of the hired Engineers/Consultants.

4. EXPECTED RISKS AND THEIR MITIGATION

4.1 Potential Environmental Impacts

SLRP III will support rehabilitation works of the existing roads in the current right-of-way, without tangible widening or re-routing of the carriageways. Most of these roads pass through significantly transformed landscape, away from important habitats and biodiversity hotspots.

Several road sections considered for rehabilitation pass through difficult mountainous terrain and in more sensitive areas than other road sections. Works on these roads will require smart management of traffic, skillful operation of construction vehicles and machinery, strict adherence to workers' personal safety rules, and application of enhanced anti-erosion techniques. Rehabilitation of roads leading towards tourist destinations will require particular attention to clean-up and landscape harmonization upon completion of works, so that aesthetic features of the sites are not compromised.

Works on the Gurjaani-Bakurtsikhe bypass will imply removal and final disposal of household and construction waste dumped along the road alignment over the decades as the construction of this road had been abandoned after clearing the alignment and building a crude base. An ESIA will be carried out to identify exact volumes and composition of waste, identify a need for separating various types of waste and handling them with application of respective safety measures.

For all other sections of roads the potential environmental issues are expected to be minor and typical for small-scale rehabilitation works on roads, mainly comprising: generation of construction waste and household waste from work camps and machinery yards, sourcing of natural construction materials (earth/gravel/sand), running of small asphalt/concrete plants, and maintaining/servicing construction machinery. Measures for mitigating negative impacts from the above sources will be provided in the site-specific EMPs to be prepared, reviewed, disclosed, discussed, and approved for individual investments.

4.2 Potential Social Impacts

No major land acquisition or physical relocation of residents is expected under the SLRP III. The Project will not finance new road construction and rehabilitation / However minor land acquisition along existing rights-of-way may be required for the improvement of geometric standards of the existing right-of-way, provision of adequate space for drainage, and enhancement road safety solutions such as sidewalks, road crossings, guardrails, and safety barriers. In addition, land take needs may arise from unforeseen natural events, such as landslides, that may make an existing alignment unfeasible for reconstruction of the road within it. For all these reasons, and largely as a precautionary measure, an RPF is prepared. It governs development and implementation of site-specific RAPs as required.

The Project will not result in physical displacement of any community or household. No person will lose employment or livelihood from the project. Rather there will be job opportunities for the youth, local food service providers and food vendors. Roads to be rehabilitated have been demarcated already and free from any structures / buildings and land plots used for agriculture needs. No negative impacts on vulnerable groups in the society (such as the elderly, disabled, women, children and minority groups) will occur as a result of the roads civil works. The Project has no inherent negative impact or bias towards any vulnerable group. Temporary negative impacts such as air pollution (dust, emissions), noise and vibration resulted by intensive runs of heavy trucks; damage of irrigation channels and pasture access roads, etc. will be minimized. The working hours in the vicinity of settlements will be restricted to 7am – 21pm within 500 m distance of the adjoining settlement and no working during weekdays and public holidays. The location of irrigation channels and pasture access roads will be assessed in advance of construction works.

If land take is required under the Project, it will be acquired under the laws of Georgia and the World Bank's OP/BP 4.12. All Project Affected People (PAP) will be compensated at the replacement rates and receive adequate allowances according to severity of impacts and vulnerability status. Land acquisition under SLRP III will be based on the following principles:

- Construct the road to avoid residential areas wherever possible to minimize physical relocation of people, and select alignments that minimize acquisition of privately or publicly held productive land;
- Adopt design standards that minimize the need to impose land use restrictions on adjoining areas;
- Develop fair and transparent procedures, as defined in the Entitlement Matrix of RPF, to determine compensation for (i) temporary loss of land/ assets during construction; (ii) permanent acquisition of land and assets; and (iii) restrictions on use of land that may be applied to areas adjoining the corridor;
- Acquire land (or right to use land) through negotiated agreements and with the use of the power of eminent domain only as a last resort;
- Upon completion of construction, restore land as best as possible to its original condition in the event of temporary disruption so as to enable landowners/users/lessees to resume their pre-project activities;
- Keep PAP and communities fully informed about the project, the process that will be followed to acquire and compensate for land, and their related rights and avenues for redress.
- Ensure that grievances that PAP may have will be redressed adequately, and that solutions in line with principles laid out in the RPF be employed;
- All PAP, regardless legal status of their property, will receive support of various kinds, as per the principles set out in the Entitlement Matrix, to assist them in their efforts to maintain their livelihoods and standards of living prevailing prior to the Project. Those who illegally own land will not be compensated for loss of land, but will receive compensation for loss of other assets which had been established at their own expense and for loss of income such that they are also assisted in their efforts to maintain their livelihoods. Detailed measures to be implemented will be determined based

on the census and socio-economic survey to be carried out when a RAP is developed;

- PAP will be notified of the Project implementation schedule and consulted regarding the principles of land acquisition and loss of or damage to assets;
- Damages to assets, such as standing crops, trees, fences and kiosks, and loss of income, including loss of harvest, will be minimized, and where inevitable, will be compensated without regard to legal status of ownership according to the Entitlement Matrix provided in the RPF.

Consultation and participation is an important process through which stakeholders influence and share control over development initiatives, and the decisions and resources that affect them. It is a two way process where the executing agencies, policy makers, beneficiaries and PAP discuss and share their concerns in a Project process. Consultation and participation has been a major principle in the planning and preparation of the detailed design of the Project. WB OP 4.12 gives high priority on public consultation and participation to enhance the community voice and assure incorporation of community's views in design and implementation of a socially and environmentally compliant project. The Georgian laws also place strong emphasis on consultation and notification to ensure that PAP participate in the process. The focus of these consultations are to ensure that PAP and other stakeholders are informed, educated, consulted and allowed to participate actively in the process of road development and preparation of social and resettlement plan; reducing public resistance to change; helping mitigate and minimize any probable negative impact and bringing in the benefit of PAP.

Environmental Management Plan (EMP) Checklist for Small Scale Road Construction or Rehabilitation and Checklist for Environmental Report

General Guidelines for use of EMP checklist:

For low-risk construction projects, the ECA (Europe and Central Asia) safeguards team developed an alternative EMP (Environmental Management Plan) format to provide an opportunity for a more streamlined approach to mainstreaming the World Bank's environmental safeguards requirements into projects which (a) are small in scale or by the nature of the planned activities have a low potential environmental impact, (b) are located in countries with well-functioning country systems for environmental assessment and management. The checklist-type format has been developed to ensure that basic good practice measures are recognized and implemented, while designed to be both user friendly and compatible with the World Bank's safeguards requirements.

The EMP checklist-type format attempts to cover typical key mitigation measures to civil works contracts with small, localized impacts or of a simple, low risk nature. This format provides the key elements of an Environmental Management Plan (EMP) to meet the minimum World Bank Environmental Assessment requirements for Category B projects under OP 4.01. The intention of this checklist is that it offers practical, concrete and implementable guidance to Contractors and supervising Engineers for simple civil works contracts. It should be completed during the final design phase and, either freestanding or in combination with any environmental documentation produced under national law (e.g. EIA reports), constitute an integral part of the bidding documents and eventually the works contracts.

The checklist EMP has the following sections:

Part 1 includes a descriptive part that characterizes the project, specifies institutional and regulatory aspects, describes technical project content, outlines any potential need for capacity building and briefly characterizes the public consultation process. This section should indicatively be up to two pages long. Attachments for additional information may be supplemented as needed.

Part 2 includes a screening checklist of potential environmental and social impacts, where activities and potential environmental issues can be checked in a simple Yes/No format. If any given activity/issue is triggered by checking "yes", a reference to the appropriate section in the table in the subsequent Part C can be followed, which contains clearly formulated environmental and social management and mitigation measures.

Part 3 represents the environmental mitigation plan to follow up proper implementation of the measures triggered under Part B. It has the same format as required for MPs produced under standard safeguards requirements for Category B projects.

Part 4 contains a simple monitoring plan to enable both the Contractor as well as authorities and the World Bank specialists to monitoring due implementation of environmental management and protection measures and detect deviations and shortcomings in a timely manner.

Part B and C have been structured in a way to provide concrete and enforceable environmental and social measures, which are understandable to non-specialists (such as Contractor's site managers) and are easy to check and enforce. The EMP should be included in the bill of quantities and the implementation priced by the bidders. Part D has also been designed intentionally simple to enable monitoring of key parameters with simple means and non-specialist staff.

Environmental Reporting

The Environmental Reporting form was prepared according to the EMPs mitigation measures. The form type format attempts to cover all environmental issues and mitigation measures to civil works contracts with small, localized impacts or of a simple, low risk nature. This form provides all elements of an Environmental Management Plan (EMP) to meet the minimum World Bank Environmental Assessment requirements for Category B projects under OP 4.01. The intention of this environmental form is that it offers practical, concrete and implementable guidance to Contractors and supervising Engineers for simple civil works contracts. It should be completed during the final design phase and, either freestanding or in combination with any environmental documentation produced under national law (e.g. EIA reports), constitute an integral part of the bidding documents and eventually the works contracts.

CONTENTS

- A) General Project and Site Information**
- B) Safeguards Information**
- C) Mitigation Measures**
- D) Monitoring Plan**

PART 1: GENERAL PROJECT AND SITE INFORMATION

INSTITUTIONAL & ADMINISTRATIVE				
Country				
Project title				
Scope of project and activity				
Institutional arrangements (Name and contacts)	WB (Project Team Leader)	Project Management	Local Counterpart and/or Recipient	
Implementation arrangements (Name and contacts)	Safeguard Supervision	Local Counterpart Supervision	Local Inspectorate Supervision	Contractor
SITE DESCRIPTION				
Name of site				
Describe site location				
Who owns the land?				
Description of geographic, physical, biological, geological, hydrographic and socio-economic context				
Locations and distance for material sourcing, especially aggregates, water, stones?				
LEGISLATION				
Identify national & local legislation & permits that apply to project activity				

PUBLIC CONSULTATION	
Identify when / where the public consultation process took place	
ATTACHMENTS	
Minutes of public consultation; Waste disposal agreement; Borrowing license (as applicable); Asphalt plant operation agreement (as applicable); Other (as applicable) Map of the road	

PART 2: SAFEGUARDS SCREENING AND TRIGGERS

ENVIRONMENTAL /SOCIAL SCREENING FOR SAFEGUARDS TRIGGERS			
	Activity/Issue	Status	Triggered Actions
Will the site activity include/involve any of the following??	A. Roads rehabilitation	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section A below
	B. New construction of small traffic infrastructure	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section A below
	C. Impacts on surface drainage system	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section B below
	D. Historic building(s) and districts	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section C below
	E. Acquisition of land ¹	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section D below
	F. Hazardous or toxic materials ²	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section E below
	G. Impacts on forests and/or protected areas	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section F below
	H. Risk of unexploded ordinance (UXO)	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section G below
	I. Traffic and Pedestrian Safety	<input type="checkbox"/> Yes <input type="checkbox"/> No	If "Yes", see Section H below

¹ Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transferred and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

² Toxic / hazardous material includes but is not limited to asbestos, toxic paints, noxious solvents, removal of lead paint, etc.

PART 3: MITIGATION MEASURES

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and Worker Safety	(a) The local construction and environment inspectorates and communities have been notified of upcoming activities (b) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites (including the site of the works) (c) All legally required permits have been acquired for construction and/or rehabilitation (d) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment. (e) Workers' PPE will comply with international good practice (always hardhats, as needed masks and safety glasses, harnesses and safety boots) (f) Appropriate signposting of the sites will inform workers of key rules and regulations to follow.
A. General Rehabilitation and /or Construction Activities	Air Quality	(a) During excavation works dust control measures shall be employed, e.g. by spraying and moistening the ground (b) Demolition debris, excavated soil and aggregates shall be kept in controlled area and sprayed with water mist to reduce debris dust (c) During pneumatic drilling or breaking of pavement and foundations dust shall be suppressed by ongoing water spraying and/or installing dust screen enclosures at site (d) The surrounding environment (side-walks, roads) shall be kept free of soil and debris to minimize dust (e) There will be no open burning of construction / waste material at the site (f) All machinery will comply with Polish emission regulations, shall well maintained and serviced and there will be no excessive idling of construction vehicles at sites
	Noise	(a) Construction noise will be limited to restricted times agreed to in the permit (b) During operations the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible
	Water Quality	(a) The site will establish appropriate erosion and sediment control measures such as e.g. hay bales and / or silt fences to prevent sediment from moving off site and causing excessive turbidity in canalization and nearby streams and rivers
	Waste management	(a) Waste collection and disposal pathways and sites will be identified for all major waste types expected from excavation, demolition and construction activities. (b) Mineral construction and demolition wastes will be separated from general refuse, organic, liquid and chemical wastes by on-site sorting and stored in appropriate containers.

		<p>(c) Construction waste will be collected and disposed properly by licensed collectors</p> <p>(d) The records of waste disposal will be maintained as proof for proper management as designed.</p> <p>(e) Whenever feasible Contractor will reuse and recycle appropriate and viable materials (except when containing asbestos)</p>
B. Impacts on surface drainage system	Water Quality	<p>(a) There will be no unregulated extraction of groundwater, nor uncontrolled discharge of process waters, cement slurries, or any other contaminated waters into the ground or adjacent streams or rivers; the Contractor will obtain all necessary licenses and permits for water extraction and regulated discharge into the public wastewater system.</p> <p>(b) There will be proper storm water drainage systems installed and care taken not to silt, pollute, block or otherwise negatively impact natural streams, rivers, ponds and lakes by construction activities</p> <p>(c) There will be procedures for prevention of and response to accidental spills of fuels, lubricants and other toxic or noxious substances</p> <p>(d) Construction vehicles and machinery will be washed only in designated areas where runoff will not pollute natural surface water bodies</p>
C. Historic building(s)	Cultural Heritage	<p>(a) If construction works take place close to a designated historic structure, or are located in a designated historic district, notification shall be made and approvals/permits be obtained from local authorities and all construction activities planned and carried out in line with local and national legislation.</p> <p>(b) It shall be ensured that provisions are put in place so that artifacts or other possible “chance finds” encountered in excavation or construction are noted and registered, responsible officials contacted, and works activities delayed or modified to account for such finds.</p>
D. Acquisition of land	Resettlement Action Plan/Framework	<p>(c) If expropriation of land was not expected but is required, or if loss of access to income of legal or illegal users of land was not expected but may occur, that the Bank’s Task Team Leader shall be immediately consulted.</p> <p>(d) The approved Land Acquisition Plan/Framework (if required by the project) will be implemented</p>
E. Toxic materials	Asbestos management	<p>(a) If asbestos is located on the project site, it shall be marked clearly as hazardous material</p> <p>(b) When possible the asbestos will be appropriately contained and sealed to minimize exposure</p> <p>(c) The asbestos prior to removal (if removal is necessary) will be treated with a wetting agent to minimize asbestos dust</p> <p>(d) Asbestos will be handled and disposed by skilled & experienced professionals</p> <p>(e) If asbestos material is be stored temporarily, the wastes should be securely enclosed inside closed containments and marked appropriately. Security measures will be taken against unauthorized removal from the site.</p> <p>(f) The removed asbestos will not be reused</p>

	Toxic / hazardous waste management	<p>(a) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information</p> <p>(b) The containers of hazardous substances shall be placed in an leak-proof container to prevent spillage</p> <p>(c) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.</p> <p>(d) Paints with toxic ingredients or solvents or lead-based paints will not be used</p>
F. Affected forests, wetlands and/or protected areas	Ecosystem protection	<p>(a) All recognized natural habitats, wetlands and protected areas in the immediate vicinity of the activity will not be damaged or exploited, all staff will be strictly prohibited from hunting, foraging, logging or other damaging activities.</p> <p>(b) A survey and an inventory shall be made of large trees in the vicinity of the construction activity, large trees shall be marked and cordoned off with fencing, their root system protected, and any damage to the trees avoided</p> <p>(c) Adjacent wetlands and streams shall be protected from construction site run-off with appropriate erosion and sediment control feature to include by not limited to hay bales and silt fences</p> <p>(d) There will be no unlicensed borrow pits, quarries or waste dumps in adjacent areas, especially not in protected areas.</p>
G. Risk of unexploded ordinance (UXO)	Hazard to human health and safety	<p>(a) Before start of any excavation works the Contractor will verify that the construction area has been checked and cleared regarding UXO by the appropriate authorities</p>
H Traffic and pedestrian safety	Direct or indirect hazards to public traffic and pedestrians by construction activities	<p>(a) In compliance with national regulations the Contractor will insure that the construction site is properly secured and construction related traffic regulated. This includes but is not limited to</p> <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the public warned of all potential hazards ▪ Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes. ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement ▪ If required, active traffic management by trained and visible staff at the site for safe passage for the public ▪ Ensuring safe and continuous access to all adjacent office facilities, shops and residences during construction

PART 4: MONITORING PLAN

No	What (Is the parameter to be monitored?)	Where (Is the parameter to be monitored?)	How (Is the parameter to be monitored?)	When (Define the frequency / or continuous?)	Why (Is the parameter being monitored?)	Cost (if not included in project budget)	Who (Is responsible for monitoring?)
CONSTRUCTION PHASE							
1.							
2.							
3.							
...							
n.							
OPERATION PHASE							
1.							
2.							
3.							
...							
n.							

Outline of EISA report

Executive Summary (2-3 pages)

Introduction

Project Description

Environmental and Social Baseline

Expected Impacts and Mitigation

Environmental Management Plan

CHAPTER 1. Introduction

CHAPTER 2. Legal and Policy Framework

CHAPTER 3. Project Description

CHAPTER 4. Physical, Natural and Social Environment

CHAPTER 5. Potential Environmental and Social Impacts

CHAPTER 6. Impact Mitigation

CHAPTER 7. Environmental and Social Management Plan (verbal part)

Annex 1 Environmental and Social Management Plan (mitigation and monitoring tables)

Annex 2. Minutes of Public Consultation

Annex 3. References

Annex 4. Maps, Graphs, Pictures

Environmental and Social Mitigation Plan

Activity	Potential Impact	Mitigation Measure	Indicator of Mitigation	Cost of Mitigation	Responsibility for Mitigation
CONSTRUCTION PHASE					
1.					
2.					
3.					
...					
n.					
OPERATION PHASE					
1.					
2.					
3.					
...					
n.					

Environmental and Social Monitoring Plan

What (Is the parameter to be monitored?)	Where (Is the parameter to be monitored?)	How (Is the parameter to be monitored?)	When (Define the frequency or continuous?)	Why (Is the parameter being monitored?)	Cost (if not included in project budget)	Who (Is responsible for monitoring?)
CONSTRUCTION PHASE						
1.						
2.						
3.						
...						
n.						
OPERATION PHASE						
1.						
2.						
3.						
....						
n.						

Monthly Field Environmental Monitoring Checklist

General information	DD/MMYY				
	Report prepared by				
	Name and location of construction site				
	Name of contractor/ subcontractor				
Permits, agreements	Permit for quarry opening during construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	comments
		Yes	No	N/A	
	Agreement for disposal of construction waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Yes	No	N/A	
	Permit for operating asphalt/concrete plant	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Yes	No	N/A	
Management of construction sites	Proper location and maintenance of construction site/camp	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Yes	No	N/A	
	Proper storage for fuel, oil and construction materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Yes	No	N/A	
	Proper maintenance of construction machinery and equipment (prevent leakage of fuel, oil, lubricants, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Yes	No	N/A	
	Availability of places of preliminary accumulation of excavated and demolished materials and construction wastes within the work site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
		Yes	No	N/A	
	Timely removal of excavated and demolished materials and construction waste from the places of preliminary accumulation and disposal to planned and agreed places	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Yes	No	N/A		
Use covered trucks for transportation of construction materials and waste	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Yes	No	N/A		
Clean the surrounding area from dust by water sprinkling in construction zone (when necessary)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Yes	No	N/A		
Implementation of works at the established time (e.g. work during daytime)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Yes	No	N/A		
Installation of alerting signs in construction sites, camps and along access roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
	Yes	No	N/A		

	Proper sanitary/ hygienic conditions for workers at the construction site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
	Restoration of the area of construction sites and camps when the construction works are over	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Safety measures	Workers are provided with necessary safety uniform (e.g. helmets, high boots, gloves, respirators, glasses, etc.) and use them	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

**Minutes of Consultation Meeting
with the Project Stakeholders on the Preset ESMF**

The meeting related to Environmental and Social Management Framework and
Resettlement Policy Framework for Implementing Secondary and Local Roads Project
III held at Roads Department of Georgia

Minutes of Public Consultation

11.04.2014

Tbilisi

Head of the meeting: Irakli Litanishvili

Secretary of the meeting: luiza Bubashvili

Speakers: Maya Vashakidze, Mariam Begiashvili

Attendees of the Meeting:

From Roads Department – Arsen Chinchaladze, Rusudan Gholijashvili, Nino
Gorgadze, Luka Mosashvili , Mariam Bakhtadze and Natalia
Bekauri.

Gia Abramia – Executive Director of Environmental Research Center.

Gia Zhorzholiani – Environmental Expert, The Greens Movement of Georgia Friends
of the Earth.

Revaz Getiashvili - NGO CENN

Tariel Dzagnidze - Roads Rehabilitation and Modernization Technical Supervisor
RRMSD Ltd.

Agenda of the Meeting:

I - Environmental and Social Management Framework for Implementing Secondary and Local Roads Project-III;

II - Resettlement Policy Framework for Implementing Secondary and Local Roads Project-III.

Topics presented: Background information was presented by Mr. Irakli Litanishvili regarding Environmental and Social Management Framework and Resettlement Policy Framework for implementing Secondary and Local Roads Project III. The speaker mentioned that both documents were prepared according to the requirements set out in the World Bank Safeguard Policies OP/BP 4.01 Environmental Assessment and OP/BP 4.12 Involuntary Resettlement. The project is classified as environmental category “B”, since it only covers the rehabilitation of existing roads and accordingly, under national legislation does not require environmental permissions. Mentioned document is disclosed on the website of Roads Department of Georgia.

Information concerning the World Bank OP/BP 4.01 Environmental Assessment will be introduced by Ms. Maya Vashakidze and on OP/BP E4.12 Resettlement Policy Framework will be presented by Ms. Mariam Begiashvili

- Ms. Maya Vashakidze explained World Bank Guidelines for Environmental and Social management.

Checklists to be completed for each section of road included in the project will carry: brief description of a site, technical outline of planned works, potential environmental and social risks of such works, set of measures for their mitigation, and a plan for monitoring application of mitigation measures.

Contractor will ensure public disclosure of draft EMPs for receiving feedback.

Contractor shall also prepare status reports on environmental management and any emerging social risks.

Speaker also talked about the measures taken by RD MRDI in terms of improvement of environmental and social safeguard issues.

- Ms. Mariam Begiashvili provided information on present document and focused attention on Safeguard Policy Requirements and main principles, also on

evaluation method and methodology. No major land acquisition or physical displacement of residents is expected to be required under the project since rehabilitation works do not consider acquisition of additional land plots. However, the project triggers OP4.12 and a Resettlement Policy Framework (RPF) is prepared in case there is a need to acquire additional plots and go through resettlement procedures. The purpose of the RPF is to ensure that there is no adverse effect on the living conditions and livelihoods of the affected people as a result of loss of land.

Questions/Answers

Gia Abramia:	Is it planned to employ local population during the Local Roads Rehabilitation Process?	The Contractors will employ the local population. There is an experience from the construction works on E-60 Highway, where the contractor companies are employing local population approximately 70% of the staff.
Revaz Gatiashvili:	Were the gender aspects included during the identification of the social impacts?	The gender aspects are included in RFP document, and there is special chapter, which describes gender issues in details.

Gia Abramia:	Is it planned to prevent noise influence on the local population and how	The Contractor will work at the established working hours (from 07:00 AM to 07:00 PM). Besides this, noise and vibration influence on the local population will be subject of monitoring from the supervision company and RD, on regular bases.
Revaz Gatiashvili:	Is there any geological research done before or during preparation or approval of the ESMF?	The geological research will be done during the preparation of the road design documentation for each road section.
Revaz Gatiashvili:	Is the existence of illegal waste dumps along the roads taken into account during the rehabilitation works?	The Contractors will remove various types of waste from their work sites and dispose them into agreed upon disposal sites according to EMPs. No waste will be disposed into illegal landfills.

Head of the meeting: Irakli Litanishvili, Deputy Chairman of Roads Department of Georgia

Secretary of the meeting: Luiza Bubashvili.

მონაწილეობა სია

№	სახელი, გვარი	ორგანიზაცია	საკონტაქტო ინფორმაცია
1	ქრე ანდრეა	ICFER	info@icfer.org 595 296287
2	გოგიაშვილი მარიამი	BME	gogiasvili@yahoo.com 577 466446
3	ქსენიონი დავითი	საერთაშორისო მშენებლობის ინსტიტუტი და რეკონსტრუქციის ინსტიტუტი	590 699999
4	ანდრეა ხაბუაძე	საერთაშორისო მშენებლობის ინსტიტუტი და რეკონსტრუქციის ინსტიტუტი	5-95-0000-95
5	ანდრეა ჯეჯეძე	საერთაშორისო მშენებლობის ინსტიტუტი და რეკონსტრუქციის ინსტიტუტი	535 219141
6	ნაპოლეონი ჯეჯეძე	საერთაშორისო მშენებლობის ინსტიტუტი და რეკონსტრუქციის ინსტიტუტი	595 219126
7	ნინო ვატიანი	საერთაშორისო მშენებლობის ინსტიტუტი და რეკონსტრუქციის ინსტიტუტი	593 932424
8	სოსო ნინოშვილი	საერთაშორისო მშენებლობის ინსტიტუტი და რეკონსტრუქციის ინსტიტუტი	599 214048 rusudan@gmail.com
9	ნინო ვატიანი	CENI	593 787 755- rezo.gatiashvili@cen.org
10	ლევან მანუჩარი	LD	555 547 745 Lukashovskii@post.su
11	ნინო ვატიანი	D.O	555 945430 nari.khidadze@yahoo.com
12	ნინო ვატიანი	RD სანქციონირების განყოფილება	579744088 Bagioshvili@isr.ge
13	ნინო ვატიანი	RD სანქციონირების განყოფილება	593-32-30-77 mayer.vashakidze@yahoo.com
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