



**Rehabilitation of Municipal Road in the Village Meore Obcha, Baghdati Municipality**

**Environmental and Social Screening Report and**

**Environmental and Social Management Plan**

**WORLD BANK FINANCED**

**The Second Regional and Municipal Infrastructure Development Project (SRMIDP) Additional Financing (AF)**

**January 2020**

## Sub-project Description

The sub-project (SP) aims to rehabilitate Sabukia and Chkhepnara sections of the municipal road in Meore Obcha, Bagdati Municipality, which is approximately 220 km away from Tbilisi.

The municipal road in the village Meore Obcha is divided into two sections: Sabukia section with a total length of 5,251m and Chkhepnara section with a total length of 3,311m. The Sabukia section of the road to be rehabilitated includes three parts: the first part with a length of 4,288 m, the second part with a length of 605 m, and the third part with a length of 358m. The Chkhepnara section of the road to be rehabilitated includes two parts with a length of 780m and 2,531m, respectively.

According to the design of rehabilitation works, the existing road parameters will remain unchanged as a result of rehabilitation works. The geometrical parameters of the road, including the width of the carriageway and other geometrical parameters, are almost unchanged.

The road design is consistent with Georgian national standards, e.g., SST 72:2009 "Geometrical and structural requirements of roads for general use by motor vehicles"<sup>1</sup> and takes into account the existing geological and topographical characteristics of the area around the road.

The rehabilitation of the existing municipal road includes the following activities and characteristics:

- Preparation of the existing road for further works including preparation of the foundation;
- Cover of the road foundation with crushed stones (0-40mm) with a width of 16 cm;
- Cover the upper layer with reinforced cement concrete with a width of 16 cm;
- Arrangement of local junctions;
- Arrangement of entrances at the accessions of household yards;
- Arrangement of reinforced concrete cuvettes in front of the entrances of household yards and junctions; the cuvettes will be covered with metal scupper grates;
- Arrangement of metal pipes along the rehabilitated roads to ensure proper water drainage.

According to the design, the top layer of the road will be made of reinforced cement concrete, with crushed stone as the base. SP envisages the arrangement of metal pipes for stormwater drainage along the road as well.

The part of the Chkhepnara section of the road to be rehabilitated runs through the State Forest Fund. The exclusion process of the respective area from the Forest Fund is underway. However, the rehabilitation works will not require tree-cutting.

Investment Financing Agreement between Municipal Development Fund of Georgia and Self-governing Body of Bagdati Municipality will be signed shortly following the final approval of SSR. Bagdati Municipality will be responsible for the maintenance of the rehabilitated road.

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<sup>1</sup> The national standard is approved in 2009 by the Georgian National Agency for Standards and Metrology.

## Environmental and Social Screening

### (A) IMPACT IDENTIFICATION

<p>Does the sub-project have tangible impact on the environment?</p>	<p>The SP will have a modest negative environmental impact, and it is expected to have a positive effect during road operation as less emission and noise will occur from vehicle movement on the improved road surface.</p> <p>The main negative impact will be during the construction phase, which includes works for arranging the roadbed, reinforced concrete, and ditches requiring movement and operation of heavy vehicles. The project area is located within a modified environment. Therefore, the impact is transitory and insignificant (noise, emissions, construction waste, temporary disturbance of traffic, and access).</p>
<p>What are the significant beneficial and adverse environmental effects of sub-project?</p>	<p>No significant adverse environmental impacts are expected. The expected modest negative environmental effects will occur during the construction phase. They are likely to be short term, and typical for small to medium scale rehabilitation works in the rural landscape: noise, dust, vibration, and emissions from the operation of construction machinery; the generation of construction waste; disruption of traffic and pedestrian access, possible water pollution incidents, such as spillages of fuel, oil or construction materials, washing of vehicles and equipment, exposure of contaminated land. After implementing the SP, expenditures for road maintenance will decrease, and so will the emissions of the harmful exhaust. Fuel consumption will drop as well.</p> <p>To minimize road ponding and flooding risk works for cleaning of the existing stormwater ditches along the road is planned within the SP. Transportation of construction materials and generated waste will slightly increase road congestion during the planned works.</p> <p>Community health and safety will be an issue during the construction phase as residential buildings are located near the project site. Effects likely to occur during the construction phase is short-term and would not deteriorate the existing conditions.</p> <p>The impacts on vegetation during the construction phase will be minor. No tree cutting is planned on any of the project sites according to the project design.</p> <p>In case of generating any hazardous waste, it should be collected and temporarily placed in the pre-selected and preliminary agreed area with consideration of applicable requirements aimed at preventing the mixing of hazardous waste with other types of waste and minimizing dust from hazardous-containing mat.</p>

<p>May the sub-project have any significant impact on the local communities and other affected people?</p>	<p>The SP will have a long-term positive social impact through improving the living and transportation conditions of the locals as well as visitors. It will decrease existing negative impacts on the community, such as dust, emissions, and noise.</p> <p>No land take and relocation is expected.</p> <p>The long-term social impact will be positive, temporary jobs will be created during construction, and hence, the income of the local population will be increased.</p>
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(B) MITIGATION MEASURES

<p>Were there any alternatives to the sub-project design considered?</p>	<p>As the SP envisages rehabilitation of the existing road, alternatives regarding to the SP design were not considered.</p>
<p>What types of mitigation measures are proposed?</p>	<p>The expected negative impacts of the construction phase can be easily mitigated. The contractor will be responsible for the waste disposal at the permitted location, use the quarry materials from the licensed quarries only, prevent water and soil pollution (fuel spills due to equipment failure, raw asphalt/concrete spills), avoid disturbance of population (noise, dust, emissions) through proper work/supplies scheduling, traffic management, and good maintenance of the construction machinery. Works will not be executed during rainy weather; construction materials will not be allowed to enter any watercourse, revision of vehicles will be required to ensure that there is no leakage of fuel and lubricating materials, all machinery will be maintained and operated such that all leaks and spills of materials will be minimized, the contractor will be required to organize and cover material storage areas. The material storage sites will be protected from washing out during heavy rainfalls and flooding through covering by impermeable materials, and car maintenance points will not be located within 50m of any watercourse.</p> <p>In the process of the SP implementation, warning signs will be used, and traffic will be managed around the work sites.</p> <p>Community health and safety will be an issue during the construction phase as residential buildings are located near the project site. However, the effects likely to occur during the construction phase are short term and unlikely to deteriorate the existing conditions.</p>

<p>What lessons from the previous similar projects have been incorporated into the sub-project design?</p>	<p>MDF has a broad experience implementing medium and large-scale road and streets rehabilitation sub-projects financed by various donor organizations. Based on lessons learned from previous similar projects, design envisages not only rehabilitation of road pavement but also arrangement of stormwater ditches, which will ensure further maintenance of the road cover.</p>
<p>Have concerned communities been involved, and have their interests and knowledge been adequately taken into consideration in sub-project preparation?</p>	<p>Due to circumstances related to the COVID-19 outbreak, conducting a remote public consultation on the SP of road rehabilitation in the village Meore Obcha may be required. Following national regulations in force by the time of rehabilitation and following the National Center for Disease Control (NCDC), MDF will take decisions on structuring the consultation process. If remote consultations are to be undertaken, MDF will use telephone communication to notify stakeholders of the planned public consultations on the draft ESMP. During the phone conversation, the information will be collected, and the most suitable format of virtual consultation will be planned. Those who have no means of communication, except for the phone, will be provided with information on the environmental and social aspects of the SP by phone. If they require visualization of the project, along with the documentation to be reviewed, then the authorized persons from the local municipality will visit them as per the regulations and recommendations set by the (NCDC) to familiarize them with the relevant documents.</p> <p>The information booklets reflecting detailed information about the forthcoming consultation meetings will be placed at the most visited places in the village.</p>

(C) CATEGORIZATION AND CONCLUSION

Conclusion of the environmental screening:

- 1. Subproject is declined
- 2. Subproject is accepted

Subproject preparation requires:

- 1. Completion of the Environmental and Social Management Checklist For Small Construction and Rehabilitation Activities
- 2. Environmental and Social Review, including development of Environmental and Social Management Plan

### Social and Cultural Resource Screening of SP

Social safeguards screening information		Yes	No
1	Is the information related to the affiliation, ownership and land use status of the sub-project site available and verifiable? (The screening cannot be completed until this is available)	X	
2	Will the sub-project reduce people's access to their economic resources, such as land, pasture, water, public services, sites of common public use or other resources that they depend on?		X
3	Will the sub-project result in resettlement of individuals or families or require the acquisition of land (public or private, temporarily or permanently) for its development?		X
4	Will the project result in the temporary or permanent loss of crops, fruit trees and household infra-structure (such as ancillary facilities, fence, canal, granaries, outside toilets and kitchens, etc.)?		X
If answer to any above question (except question 1) is "Yes", then <b>OP/BP 4.12 Involuntary Resettlement</b> is applicable and mitigation measures should follow this OP/BP 4.12 and the resettlement Policy Framework			
Cultural resources safeguard screening information		Yes	No
5	Will the project require excavation near any historical, archaeological or cultural heritage site?		X
If answer to question 5 is "Yes", then <b>OP/BP 4.11 Physical Cultural Resources</b> is applicable and possible chance finds must be handled in accordance with OP/BP and relevant procedures provided in the Environmental and Social Management Framework.			

## Environmental and Social Management Plan

### PART A: GENERAL PROJECT AND SITE INFORMATION

INSTITUTIONAL & ADMINISTRATIVE	
Country	Georgia
Project title	Second Regional and Municipal Infrastructure Project (SRMIDP)
Sub-Project title	Rehabilitation of Sabukia and Chkhepnara sections of municipal road in the village Meore Obcha, Baghdati Municipality
Scope of site-specific activity	<p>The sub-project (SP) aims to rehabilitate Sabukia and Chkhepnara sections of the municipal road in the village Meore Obcha, Bagdati Municipality, which is approximately 220 km away from Tbilisi.</p> <p>The municipal road in the village Meore Obcha is divided into two sections: Sabukia section with a total length of 5,251m and Chkhepnara section with a total length of 3,311m. The Subukia section of the road to be rehabilitated includes three parts: the first part with a length of 4,288 m, the second part with a length of 605 m, and the third part with a length of 358m and the Chkhepnara section of the road to be rehabilitated include two parts with a length of 780m and 2,531m respectively.</p> <p>According to the design of rehabilitation works, the existing road parameters will remain unchanged as a result of rehabilitation works. The geometrical parameters of the road, including the width of the carriageway and other geometrical parameters, are almost unchanged.</p> <p>The design of the road is consistent with Georgian national standards, e.g., SST 72:2009 "Geometrical and structural requirements of roads for general use by motor vehicles" and takes into account the existing geological and topographical characteristics of the area around the road.</p> <p>The rehabilitation of existing municipal road includes the following activities and characteristics:</p> <ul style="list-style-type: none"><li>• Preparation of the existing road for further works including preparation of the foundation;</li><li>• Cover of the road foundation with crushed stones (0-40mm) with a width of 16 cm;</li><li>• Cover the upper layer with reinforced cement concrete with a width of 16 cm;</li><li>• Arrangement of local junctions;</li><li>• Arrangement of entrances at the accessions of household yards;</li><li>• Arrangement of reinforced concrete cuvettes in front of the entrances of household yards and junctions; the cuvettes will be covered with metal scupper grates;</li></ul>

	<ul style="list-style-type: none"> <li>Arrangement of metal pipes along the rehabilitated roads to ensure proper water drainage.</li> </ul> <p>Investment Financing Agreement between Municipal Development Fund of Georgia and Self-governing Body of Baghdati Municipality will be signed shortly following the final approval of SSR. Baghdati Municipality will be responsible for the maintenance of the rehabilitated section of the road.</p>		
Institutional arrangements (WB)	Task Team Leader: Axel Baeumler		Safeguards Specialists:  Darejan Kapanadze - Environment Sophia Georgieva – Social
Implementation arrangements (Borrower)	Implementing entity:  Municipal Development Fund of Georgia	Works supervisor: company Eptisa Servicios de Ingenieria S.L. Spain	Works contractor: (TBD)
<b>SITE DESCRIPTION</b>			
Name of institution whose premises are to be rehabilitated	Baghdati Municipality		
Address and site location of institution whose premises are to be rehabilitated	9 Tsereteli Street, Baghdati, Georgia +995 591 90 90 05 info@baghdati.gov.ge		
Who owns the land? Who uses the land (formal/informal)?	Baghdati Municipality		
Description of physical and natural environment around the site	<p>The roads are located in the village Meore Obcha, Baghdati Municipality. The roads mainly run along with rural residential areas and agricultural lands.</p> <p>The existing road cover is a sand-gravel mixture mixed with clay soil. During the rain, it is impossible to move across the road because of heavy mud.</p> <p>The study area is stable and dangerous geodynamic processes are not observed, which is due to the sustainable geological structure of the rocks that are characters to the project areas. The geological-engineering study of the area showed that on SP site and territories in the adjacent areas to them are stable and are in satisfying geological engineering condition. Therefore, the dangerous geological process threatening the rehabilitation process of the roads is not expected.</p> <p>The protected area, particularly Ajameti Reserve, is located approximately 1 km away from the SP area; therefore, no adverse impact is expected.</p>		



	<p>Along the road, there is a gas pipeline, but SP does not envisage the implementation of any works regarding it. Visually, this gas pipeline is not interfering with construction works, but in order to avoid any unforeseen circumstances during construction works, it is desirable for the project organization to submit a relevant agreed drawing approved by the owner company.</p> <p>Information on underground communications is not available; therefore, it is envisaged to inform relevant agencies/the owner of communications on the start of works before the rehabilitation.</p>
<p>Locations and distance for material sourcing, especially aggregates, water, stones?</p>	<p>The nearest Kutaisi landfill is located approximately 30 km away from the SP site.</p>
<p><b>LEGISLATION</b></p>	
<p>National &amp; local legislation &amp; permits that apply to project activity</p>	<p>The SP has been classified low-risk Category B according to the World Bank policies and the ESMF.</p> <p>Georgian legislation does not require any environmental review, approval, or permit for the SP. Though according to the national regulatory system:</p> <ul style="list-style-type: none"> <li>- construction materials must be obtained from licensed providers,</li> <li>- if a contractor wishes to open quarries or extract material from the riverbed (rather than purchasing these materials from other providers), then the contractor must obtain licenses for extraction.</li> <li>- if a contractor wishes to operate its own asphalt or cement-concrete mixing plant (rather than purchasing these materials from other providers), then the contractor must obtain an environmental permit with established limits of pollutant concentrations in emissions and a technical report on the inventory of atmospheric air pollution stationary source agreed with the Ministry of Environmental Protection and Agriculture (MoEPA).</li> <li>- Permanent placement of the inert material (cut the ground and sedimentary soil) generated in the course of earthworks in a selected location must be approved by local (municipal) governing bodies in written;</li> <li>- If over 200 tons of non-hazardous waste or over 1000 tons of inert materials or over 120 kg of hazardous waste is generated annually as a result of the contractor's activities, the contractor shall prepare and obtain approval of MoEPA on the Waste Management Plan, prepare the report on waste inventory and appoint an environmental manager, whose identity information should be submitted to the MoEPA in accordance with the requirements of the Waste Management Code.</li> <li>- If tree cutting or replanting will become necessary during the project implementation, the Construction Contractor will inventor the trees to be cut down or to be replanted before starting the construction and submit to MoEPA (for Red Listed tree species) and Baghdati City Hall (for trees not included in Red List) for obtainment tree cutting permission. The permission document will include the compensation measures based on the presented inventory. The compensation fees will be paid within the scope of the project</li> </ul>

	<p>as well as compensation activities will be implemented by the construction contractor. The trees shall be cut under the supervision of a designated specialist.</p> <p>GOST and SNIP norms must be adhered.</p>
<p><b>GRIEVANCE REDRESS MECHANISM</b></p>	
<p>Appropriate grievance redress mechanism was established to solve grievances of Project-Affected People, as required. Baghdati Municipality has assigned a responsible person Kakha Mskvilidze (Tel: 595117773), Head of Infrastructure Unit, to receive, review and react to the APs grievances.</p> <p>The contact person from the MDF is Nutsa Gumberidze (Tel: +995 598 88 20 19, <a href="mailto:feedback@mdf.org.ge">feedback@mdf.org.ge</a>, 150 Davit Aghmashenebeli ave., 4th floor, 0112 Tbilisi, Georgia)</p> <p>If the grievance is not unsolved at the local level, it will be lodged to the MDF. As for grievance monitoring MDF registers, all received compliances, comments and how the compliance was addressed. During public consultations, the local population was informed about the grievance redress process and receive information about contact persons.</p>	
<p><b>PUBLIC CONSULTATION</b></p>	
<p>When / where the public consultation process will take /took place</p>	<p>Following national regulations in force by the time of rehabilitation and following the National Center for Disease Control (NCDC), MDF will take decisions on structuring the consultation process. If remote consultations are to be undertaken, MDF will use a telephone communication to notify stakeholders of the planned public consultations on the draft ESMP. During the phone conversation, the information will be collected, and the most suitable format of virtual consultation will be planned. Those who have no means of communication, except for the phone, will be provided with information on the environmental and social aspects of the SP by phone. If they require visualization of the project, along with the documentation to be reviewed, then the authorized persons from the local municipality will visit them as per the regulations and recommendations set by the (NCDC) to familiarize them with the relevant documents.</p> <p>The information booklets reflecting detailed information about the forthcoming consultation meetings will be placed at the most visited places in the village.</p>
<p><b>ATTACHMENTS</b></p>	
<p>Attachment 1. Map of Sabukia section of the municipal road in the village Meore Obcha  Attachment 2. Map of Chkhepnara section of the municipal road in the village Meore Obcha  Attachment 3. Photo illustration of current conditions of the road corridor in village Meore Obcha  Attachment 4. Records of public consultation (to be provided)  Attachment 5. Agreements, licenses, permits held/obtained by contractor (to be provided)</p>	

PART B: SAFEGUARDS INFORMATION

ENVIRONMENTAL/SOCIAL SCREENING			
	Activity/Issue	Status	Triggered Actions
Will the site activity include/involve any of the following?	1. Rehabilitation	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, see Section <b>A</b> below
	2. New construction	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>A</b> below
	3. Individual wastewater treatment system	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>B</b> below
	4. Historic building(s) and districts	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>C</b> below
	5. Acquisition of land <sup>2</sup>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>D</b> below
	6. Impacts on land and property use	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>E</b> below
	7. Hazardous or toxic materials <sup>3</sup>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>F</b> below
	8. Impacts on forests and/or protected areas	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>G</b> below
	9. Handling / management of medical waste	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	If yes, see Section <b>H</b> below
	10. Traffic and pedestrian Safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, see Section <b>I</b> below
	11. Community and labor health and safety	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, see Section <b>J</b> below

<sup>2</sup> 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.

<sup>3</sup> Toxic / hazardous material includes but is not limited to asbestos, lead-containing and other toxic paints, noxious solvents, etc.

PART C: MITIGATION MEASURES

ACTIVITY	PARAMETER	MITIGATION MEASURES CHECKLIST
0. General Conditions	Notification and Worker Safety	(a) Obtain all legally required permits for construction, extraction, or natural construction materials, disposal of waste and others as relevant. (b) Ensure the supply of personal protective equipment to stall and personnel following international good practice (always hardhats, as needed masks and safety glasses, harnesses, and safety boots), and control its use. (c) Signpost worksites to inform workers of key rules and regulations to follow. (d) Put up information on the company undertaking works at each worksite and provides contact information.
A. General Rehabilitation and /or Construction Activities	Air Quality	(a) Use debris chutes during interior demolition above the first floor. (b) Keep demolition debris in a controlled area and spray with water mist to reduce debris dust. (c) Suppress during pneumatic drilling/wall destruction by ongoing water spraying and/or installing dust screen enclosures at the site. (d) Keep the surrounding environment (sidewalks, roads) free of debris to minimize dust. (e) There will be no open burning of construction / waste material at the site. (f) There will be no excessive idling of construction vehicles at sites.
	Noise	(a) Limit construction noise to daytime working hours. (b) During operations the engine covers of generators, close air compressors, and other powered mechanical equipment, and place equipment as far away from residential areas as possible
	Water Quality	(a) Establish appropriate erosion and sediment control measures such as hay bales and / or silt fences to prevent sediment from moving off site and causing excessive turbidity in nearby streams and rivers. (b) Wash construction vehicles and machinery only in designated areas where runoff will not pollute natural surface water bodies.

	Waste management	<p>(a) Minimize the amount of generated waste to the extent possible.</p> <p>(b) Separate various types of generated waste and re-use / recycle relevant types of waste to the possible extent.</p> <p>(c) Allocate sites for temporary on-site storage of various types of waste. Do not allow the accumulation of excessive amounts of waste on-site.</p> <p>(d) Obtain formal arrangements with municipal authorities for the disposal of household waste and final placement of excess material (inert construction waste).</p> <p>(e) Make timely arrangements for the disposal or hand-over of hazardous waste to licensed companies.</p>
	Material supply	<p>(a) Use existing plants, quarries or borrow pits that have appropriate official approval or valid operating license.</p> <p>(b) Obtain licenses for any new quarries and/or borrowing areas if their operation is required;</p> <p>(c) Reinstate used sections of quarries and/or borrowing areas as extraction proceeds on or properly close quarries if extraction completed and license expired;</p> <p>(d) Haul materials in off-peak traffic hours;</p> <p>(e) Place speed regulating, diverting, and warning signs for traffic as appropriate.</p>
E. Impacts on land and property use	Limited/lost access to the land	<p>(a) Ensure provision of undisturbed and safe access to homes, lands and other assets of the local population; Plan road works to maintain undisturbed access to land and assets of the local population by planning and implementing works and activities in coordination with residents and representatives of the local community.</p>
	Temporary impact on privately-owned assets	<p>(a) Avoid trespassing or incidentally damaging of private property (using small-size machinery or manual labor near walls and fences, stockpiling of construction material and waste away from private property; etc.).</p> <p>(b) In case of unintended damage to private property, quickly restore it to the original or better status.</p> <p>(c) In case of expected temporary impact on privately-owned property, inform owners upfront and guarantee restoration, acquire written consent of owners for intervention, and promptly restore the damage to the original or better status.</p> <p>(d) If an unexpected need for land take emerges in the course of works, do not enter the affected site prior to development and full implementation of the Resettlement Action Plan by MDF.</p>

I. Traffic and Pedestrian Safety	Direct or indirect hazards to public traffic and pedestrians by construction activities	<p>In compliance with national regulations, ensure that the construction site is properly secured, and construction-related traffic is regulated. This includes but is not limited to:</p> <ul style="list-style-type: none"> <li>▪ Signposting, warning signs, barriers, and traffic diversions: the site will be clearly visible, and the public warned of all potential hazards.</li> <li>▪ 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.</li> <li>▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement.</li> <li>▪ Active traffic management by trained and visible staff at the site, if required for safe and convenient passage for the public.</li> <li>▪ Safe and continuous access to office facilities, shops and residences during renovation activities, if the buildings stay open for the public.</li> </ul>
J. Community and labor health and safety	Public relationship management	<p>(a) Assign local liaison person within the Contractor’s team to be in charge of communication with and receiving requests/ complaints from the local population.</p> <p>(b) Consult local communities to identify and proactively manage potential conflicts between an external workforce and local people.</p> <p>(c) Raise local community awareness about sexually transmitted disease risks associated with the presence of an external workforce and include local communities in awareness activities.</p> <p>(d) Inform the population about construction and work schedules, interruption of services, traffic detour routes and provisional bus routes, blasting and demolition, as appropriate.</p> <p>(e) Limit construction activities at night. When necessary ensure that night work is carefully scheduled, and the community is properly informed, so they can take necessary measures.</p> <p>(f) At least five days in advance of any service interruption (including water, electricity, telephone, bus routes), advice community through postings at the work site, at bus stops, and in affected homes/businesses.</p> <p>(g) Address concerns raised through Grievance Redress Mechanism established by the Employer within the designated timeline within the scope of Contractor’s liability.</p> <p>(h) To the extent possible, do not locate work camps in close proximity to local communities.</p> <p>(i) Undertake siting and operation of worker camps in consultation with neighboring communities.</p>
	Labor management	<p>(a) Recruit unskilled or semi-skilled workers from local communities to the extent possible. Where and when feasible, worker skills training, should be provided to enhance the participation of local people.</p>

		<ul style="list-style-type: none"><li>(b) Provide adequate lavatory facilities (toilets and washing areas) in the work site with adequate supplies of hot and cold running water, soap, and hand drying devices. A temporary septic tank system should be established for any residential labor camp and without causing pollution of nearby watercourses.</li><li>(c) Raise awareness of workers on overall relationship management with the local population, establish the code of conduct in line with international practice and strictly enforce them, including the dismissal of workers and financial penalties of adequate scale.</li><li>(d) Immediately notify supervision engineer and employer on any work site accidents causing tangible damage to human or environmental health.</li></ul>
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PART D: MONITORING PLAN

Activity	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?)	Who (Is responsible for monitoring?)
<b>CONSTRUCTION PHASE</b>						
Supply with construction materials	Purchase of construction materials from the officially registered suppliers	In the supplier's office or warehouse	Verification of documents	During conclusion of the supply contracts	To ensure technical reliability and safety of infrastructure	MDF, Construction supervisor
Transportation of construction materials and waste Movement of construction machinery	Vehicles and machinery are kept in standard technical condition;  Truck loads are confined and protected with lining;  Established hours and routes of transportation are respected	Construction site	Inspection	Unannounced inspections during work hours and beyond	Limit pollution of soil and air from emissions; Limit nuisance to local communities from noise and vibration; Minimize traffic disruption.	MDF, Construction supervisor, Traffic Police
Sourcing of inert material	Purchase of material from the existing suppliers if feasible;  Obtaining of extraction license by the works contract and strict compliance with the license conditions;	Borrowing areas	Inspection of documents Inspection of works	In the course of material extraction	Limiting erosion of slopes and degradation of ecosystems and landscapes; Limiting erosion of riverbanks, water pollution with suspended particles and	MDF, Construction supervisor



	<p>Terracing of the borrow area, backfilling to the exploited areas of the borrow site, and landscape harmonization;</p> <p>Excavation of river gravel and sand from outside of the water stream, arrangement of protective barriers of gravel between excavation area and the water stream, and no entry of machinery into the water stream.</p>				disruption of aquatic life.	
Generation of construction waste	<p>Temporary storage of construction waste in especially allocated areas;</p> <p>Timely disposal of waste to the formally designated locations</p>	<p>Construction site; Waste disposal site</p>	Inspection	Periodically during construction and upon complaints	Prevent pollution of the construction site and nearby area with solid waste	MDF, Construction supervisor
Traffic disruption and limitation of pedestrian access	<p>Installation of traffic limitation/diversion signage;</p> <p>Storage of construction materials and temporary placement of construction waste in a way preventing congestion of access roads</p>	<p>At and around the construction site</p>	Inspection	In the course of construction works	Prevent traffic accidents; Limit nuisance to local residents	MDF, Construction supervisor

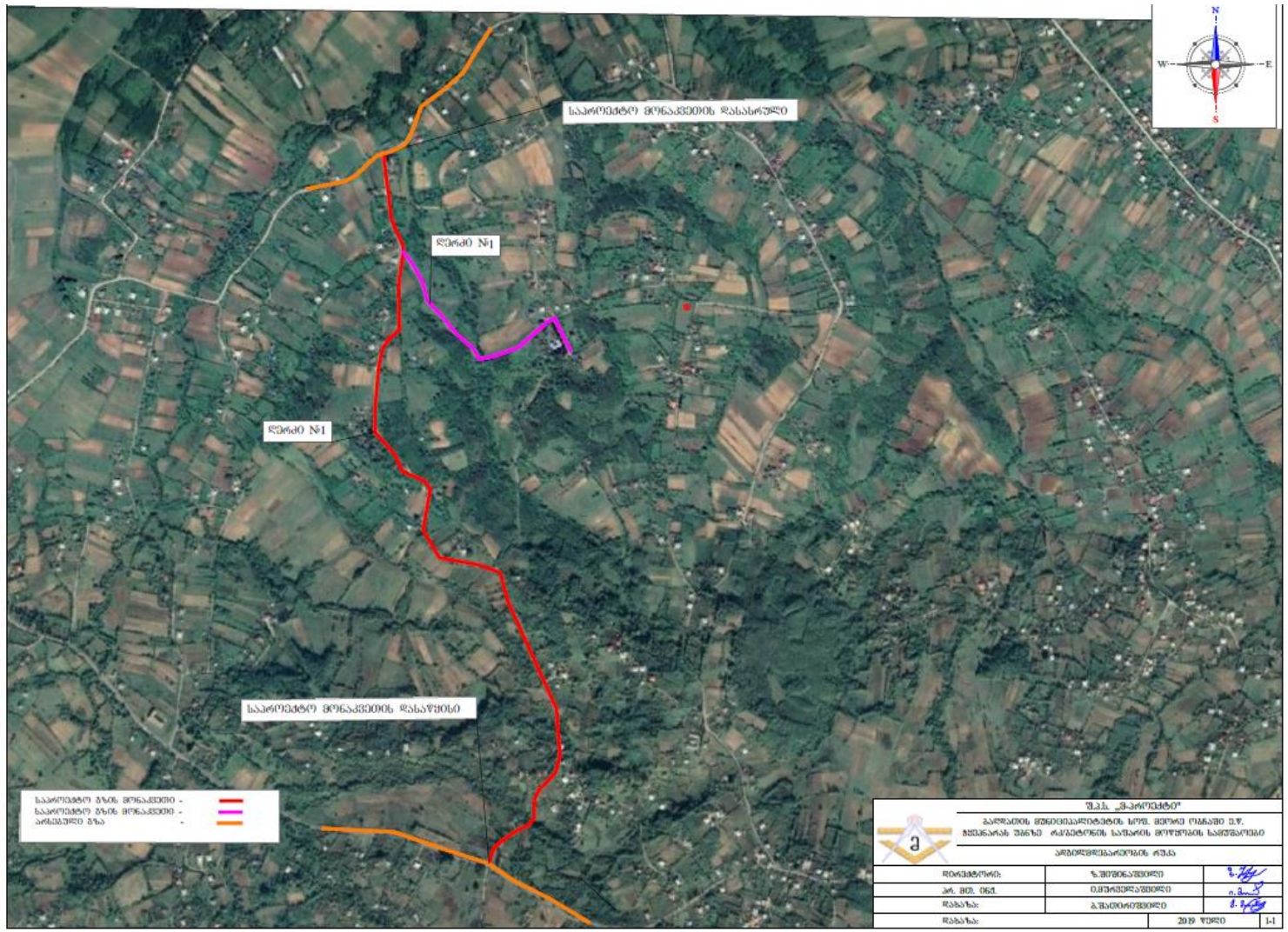
Workers' health and safety	<p>Provision of uniforms and safety gear to workers;</p> <p>Informing of workers and personnel on the personal safety rules and instructions for operating machinery/equipment, and strict compliance with these rules/instructions</p>	Construction site	Inspection	Unannounced inspections in the course of work	Limit occurrence of on-the-job accidents and emergencies	MDF, Construction supervisor
Works within settlement	<p>Informing affecting population on the upcoming works and any temporary disruptions of municipal service provision that may occur during works;</p> <p>Provision of safe pedestrian access to homes and businesses located along the road to be rehabilitated and safeguarding any excavations, ditches and depressions from accidental falling of people/animals;</p> <p>Avoidance of damage to fences and other private property located along the road and prompt restoration in case it may not be avoided.</p>	Construction site	Inspection	Recurrent	Ensure safety of local residents and minimize nuisance	MDF, Construction supervisor
OPERATION PHASE						

Maintenance of rehabilitated road	Maintenance of relevant road signage for traffic safety;  Demarcation of the sections of road under repair;  Disposal of asphalt and or other waste from the repair works to the designated landfill.	Rehabilitated sections of roads	Inspection	During maintenance works	Prevent road accidents and disruption of traffic	Bagdati Municipality
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**Attachment 1. Map of Sabukia Section of the municipal road**



Attachment 2. Map of Chkhepnara Section of the municipal road



**Attachment 3.**  
**Photo illustration of**  
**current conditions**  
**of road corridor in**  
**the village Meore**  
**Obcha**

