

INTEGRATED SAFEGUARDS DATA SHEET CONCEPT STAGE

Report No.: ISDSC1022

Date ISDS Prepared/Updated: 13-Apr-2015

Date ISDS Approved/Disclosed: 14-Apr-2015

I. BASIC INFORMATION

A. Basic Project Data

Country:	Georgia	Project ID:	P149952
Project Name:	East-West Highway Corridor Improvement (P149952)		
Task Team Leader(s):	Mustapha Benmaamar		
Estimated Appraisal Date:	18-May-2015	Estimated Board Date:	17-Sep-2015
Managing Unit:	GTIDR	Lending Instrument:	Investment Project Financing
Sector(s):	Public administration- Transportation (4%), Rural and Inter-Urban Roads and Highways (96%)		
Theme(s):	Other public sector governance (3%), Regional integration (48%), Trade facilitation and market access (49%)		
Financing (In USD Million)			
Total Project Cost:	140.00	Total Bank Financing:	140.00
Financing Gap:	0.00		
Financing Source			Amount
Borrower			0.00
International Bank for Reconstruction and Development			140.00
Total			140.00
Environmental Category:	A - Full Assessment		
Is this a Repeater project?	Yes		

B. Project Objectives

The proposed PDOs are to: (i) contribute to the gradual reduction of road transport costs and to improve road safety along the section upgraded under the project; and (ii) strengthen the capacity of the Roads Department (RD) and Ministry of Regional Development and Infrastructure (MRDI) to plan, manage and maintain the road network and improve road safety.

The PDOs are similar to those used in the current East West Highway Improvement Projects supporting the improvements to the E60 highway since they contribute to the achievement of the overall objective of improving the East West Highway Corridor westward from Tbilisi.

PDO Level Results Indicators:

The Project indicators follow the same approach used in the past EWHIP projects with a focus on improvements to transit and vehicle operating costs for the section that is funded under the project. Current indicators used in the Third and Fourth East West Highway Improvement Projects Results Framework, related to the condition of the primary network and road safety statistics along the East-West highway are adopted for the proposed project to maintain consistency in the measurement of the impacts of successive upgrading of sections of the East West Highway corridor.

The indicators for capturing the first and second dimension of the PDO and proposed core indicator are as stated below. The indicator 'increase in asset value of the East West highway corridor from Tbilisi to Sarpi' is aimed at capturing the outcome of activities to achieve the planned upgrading of the corridor. An intermediate indicator 'length of the East West highway corridor with International Roughness Index greater than 6' is included in the overall results matrix. Together with the asset value indicator, it will be possible to measure success in the development and management of the East West Highway corridor as a whole.

C. Project Description

The proposed project would consist of four components totaling US\$170 million:

Component 1: Civil Works and project supervision (Cost estimate: US\$150.0 million)

(a) Upgrading of existing 2-lane East-West Highway from Zemo Osiauri to Chumateleti to a 4-lane dual carriageway road. The section is approximately 13.5 km long and runs through a hilly terrain. Upgrading of this section will require many structure works, including construction of 3 tunnels (about 2.5 km) and 10 bridges (about 2.5 km). The carriageway will have a concrete pavement. (Cost Estimate: US\$ 145 million, including contingencies);

(b) Delivering of construction supervision and quality assurance services. These services will cover all civil works financed under the Project. This activity will also include a Technical Audit of the civil works contracts (Estimated Cost: US\$5.0 million).

Component 2: Institutional strengthening (Estimated Cost: US\$ 15.0 million)

Assisting the MRDI and the RD in consolidation of road asset management practices and move towards highway corridor development and management approach. This component will thus build on past and on-going institutional strengthening activities and implement some of the recommendations of the institutional and technical studies carried under the Fourth East-West Highway Improvement Project (EWHIP-4). Specific activities are as follows:

a) Establishment of a National Highway Control Center (NHCC): As a follow up of the communication and ITS strategies developed under EWHIP-4, a central coordination unit for all communications related to planned and unplanned events - such as incidents and emergencies - on the East-West highway corridor will be created and possibly extended to cover the entire network of roads under the RD in a longer term. The role of this unit would be essential as it would gather and assess information from the roads network nation-wide and deploy and coordinate intervention resources to manage / monitor traffic and control, for instance, electronic signs on the roads in conjunction with relevant entities;

- b) Support to the road sector financing and road sector institutional study: this could include support to establish a dedicated entity to manage the existing highway network and its future development;
- c) Support with the implementation of the priority activities which will be identified in the on-going road safety strategy and action plan to be developed under EWHIP-4. Road Safety audits are already included in the road design, road safety data base is being developed and a set of road safety interventions to improve safety along the existing road section have also been implemented. This sub-component will likely support additional activities to improve institutional coordination activities and priority actions that will be identified by the on-going study.

Component 3: Project management support (Estimated Cost: USD 2.5 million)

- (a) Support to RD in contract management for the main civil works and consulting contracts under the project;
- (b) Support to the Transport Research and Rehabilitation Center (TRRC) in organizing financial audits and delivering project monitoring and evaluation services.

Component 4: Preparation of supporting studies for future projects (Estimated Cost: USD 2.5 million)

Feasibility study of a 50 km bypass of Tbilisi. The Tbilisi bypass will be part of the East West Highway Corridor and requires similar design standards and solutions to the sections already developed in the past projects.

D. Project location and salient physical characteristics relevant to the safeguard analysis (if known)

East-West Highway section between Zemo Osiauri and Chunateleti is located in Khashuri municipality, Kvemo Kartli region of Georgia. Highway corridor runs through a difficult terrain with a hilly relief crossed by small rivers flowing through deep gorges. Significant part of the area, including slopes, is under forest cover. The rest of the land is either used for agriculture or is highly transformed. Present alignment of the two-lane highway passes through a popular resort of Surami, however the new alignment will bypass this settlement. Rivers are characterized with a dynamic flow highly variable by season. High waters carry vast volumes of sediment and debris. There are no towns or industrial facilities along the highway section covered by the project. Medium-scale agricultural land take will have to be undertaken for the project purposes and physical relocation of several households may also be required.

E. Borrowers Institutional Capacity for Safeguard Policies

The proposed project will be implemented by the RD, an agency that has been implementing several Bank-funded projects since 2004. The RD's institutional experience in applying the Bank's safeguard policies is therefore extensive.

The Resettlement and Environmental Protection Division has good track record, long experience and adequate in-house capacity to implement and monitor provisions set out in relevant social safeguards instruments – RPFs/RAPs. The compliance with social safeguards requirements is assessed as satisfactory for the ongoing East West Highway Improvement Projects. The staff received professional on-the-job training as part of the Bank's technical assistance and participated in the safeguards training provided by the Bank in 2013. Detailed compliance reports on land take and compensation payments effected are submitted timely to the Bank for approval before

commencement of civil works for the sub-sections. A few complaints reported to the Bank have been handled adequately and resolved in a satisfactory manner.

Environmental performance of transport portfolio projects has been rated satisfactory or moderately satisfactory for most of the time, occasionally slipping down to moderately unsatisfactory. Recorded glitches were predominantly due to the lack of in-house capacity of the RD to undertake environmental monitoring of works as well as to insufficiently quick/effective follow-up by the RD on the identified environmental issues. The RD's present institutional structure is generally relevant for safeguards management: there is a separate unit for environmental management within the Resettlement and Environmental Protection Division comprised of the core staff and consultants some of which are based in the regional offices of the RD. Nonetheless, a large number of ongoing contracts, as compared to the current staffing, limit RD's ability to closely monitor and strongly manage environmental performance of multiple large-scale projects financed by various donor organizations. Deployment of a works supervision consultant for the purposes of implementing EWHCIP which will undertake, among other tasks, supervision of safeguards compliance will be critically important for smooth implementation of the project. TOR of a supervision consultant will be carefully reviewed by the Bank to ensure that environmental monitoring function is well articulated, giving sufficient details on the methodology and scope of work. The Bank team will also undertake close supervision of safeguards performance under this Category A project, including field work during and between formal implementation support missions, so that any issues that may arise are promptly spotted and brought to the attention of the RD's management.

F. Environmental and Social Safeguards Specialists on the Team

Darejan Kapanadze (GENDR)

Nino Metreveli (GSURR)

Vera Dugandzic (GSURR)

II. SAFEGUARD POLICIES THAT MIGHT APPLY

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The project will finance the upgrading of large scale transport infrastructure, most part of which will be built along a new alignment. It may therefore have significant and irreversible impacts. The project is thus classified as environmental Category A. A full-scale Environmental and Social Impact Assessment (ESIA) was carried out. The four lane carriageway will be constructed in a difficult terrain, passing through hills, mountains, and gorges in between. Ten bridges and tree double-tube tunnels will have to be built. It is expected that the main environmental impacts at the construction phase will come from clearing of the right-of-way; establishment / operation of work camps and temporary access roads; and earth works, including extraction of material. Temporary and final disposal of excess material and waste in a proper manner will take much effort. Selected alternative of the road

		<p>alignment avoids most valuable forest stands of the area with an acknowledged recreational function, however several kilometers will pass through forested lands and will require removal of trees.</p> <p>Operation phase impacts are likely to include generation of runoff from the carriageway and noise disturbance to fauna. ESIA will explore all potential impacts of the project in a greater detail and will result in the preparation of environmental mitigation and monitoring plans.</p>
Natural Habitats OP/BP 4.04	TBD	<p>Parts of the road will be built on a forested land. These forest stands have lesser density, height, and other quality merits as compared to those high value forests that the preferred design option will allow to bypass. Part of the forested area within the project's impact zone is an artificial plantation of coniferous trees. Nonetheless, ESIA will examine the study area to identify whether it is critical for supporting populations of any protected / important animal and/or plant species, and how sensitive such habitats would be to the expected impacts from the project implementation. Final decision on triggering of OP/BP 4.04 will be taken before appraisal.</p>
Forests OP/BP 4.36	No	
Pest Management OP 4.09	No	
Physical Cultural Resources OP/BP 4.11	Yes	<p>Project implementation is not expected to negatively affect any known physical cultural resources. However, the portion of the highway to be constructed along a new alignment carries the potential of encountering chance finds in the course of earth works, which have happened in several past projects in neighboring locations. The policy is triggered to have adequate arrangements in place for handling of likely chance finds.</p>
Indigenous Peoples OP/BP 4.10	No	
Involuntary Resettlement OP/BP 4.12	Yes	<p>OP 4.12 is triggered as the planned construction works aimed at upgrading the existing two-lane highway to a four-lane dual carriageway road will require land acquisition. However, since detailed design of the preferred alignment has not been completed yet, the overall level of resettlement and size and scale of land requirements cannot still be</p>

		<p>determined. Before project appraisal the Resettlement Policy Framework (RPF) developed for the ongoing East West Highway Improvement Projects will be updated to reflect EWHCP specificities. It will provide guidance for the preparation and implementation of the site-specific Resettlement Action Plan (RAP) to mitigate any adverse resettlement impacts. The RAP will be developed and disclosed before project appraisal.</p> <p>As was the practice with RPFs/RAPs developed to date, social inclusion measures to address special needs of the women, vulnerable families and marginalized communities will be incorporated as well as guidelines for prior and informed consultation with the respective municipalities / communities, grievance redress, information disclosure and monitoring and evaluation.</p>
Safety of Dams OP/BP 4.37	No	
Projects on International Waterways OP/BP 7.50	No	After thorough analysis of alternative alignments for the re-routed parts of the highway, an alternative with least environmental impacts has been selected. This alternative allows to avoid works in the waterways and will have no impact on the quantitative and/or qualitative parameters of any international water body.
Projects in Disputed Areas OP/BP 7.60	No	

III. SAFEGUARD PREPARATION PLAN

A. Tentative target date for preparing the PAD Stage ISDS: 07-Apr-2015

B. Time frame for launching and completing the safeguard-related studies that may be needed.

The specific studies and their timing¹ should be specified in the PAD-stage ISDS:

The draft ESIA report, including EMP, will be disclosed and discussed with all relevant stakeholders before appraisal. The updated RPF, currently in use for the ongoing EWHIPs, will be re-disclosed and open for public feedback before project appraisal. RAP will be also developed and disclosed before project appraisal expected in May 2015.

IV. APPROVALS

Task Team Leader(s):	Name: Mustapha Benmaamar	
Approved By:		
Regional Safeguards Advisor:	Name: Agnes I. Kiss (RSA)	Date: 13-Apr-2015

¹ Reminder: The Bank's Disclosure Policy requires that safeguard-related documents be disclosed before appraisal (i) at the InfoShop and (ii) in country, at publicly accessible locations and in a form and language that are accessible to potentially affected persons.

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Practice Manager/ Manager:	Name: Juan Gaviria (PMGR)	Date: 14-Apr-2015
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