



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

**Environmental and Social Management Framework
for Secondary Road Asset Management**

Tbilisi

July, 2015

1. INTRODUCTION

Georgia has a well-developed road network, but majority of secondary 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. For many years, the World Bank has been assisting the Government in the rehabilitation of the East-West Highway as well as of the vitally important secondary roads. The rehabilitation of secondary and local roads and improving their management is justified by the significant positive social and economic impacts of such investments, 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 government of Georgia developed a rolling Plan for Investment in and Rehabilitation of the Secondary Roads Network (IRSRN) over the years of 2016-2020. The RD is planning to rehabilitate the secondary roads network using funds from State Budget and with financial support from the World Bank, European Investment Bank, Asian Development Bank, Japanese International Cooperation Agency etc.

The demand on road expenditures is higher than available resources. It is therefore essential to increase efficiency and use available resources optimally that requires suitable strategy for reduction of the gap between current and desired road network standard. This, in its turn, requires careful planning and taking into account political goals and objectives for road network development, and optimization of benefits from expenditures for roads.

Cost and benefit analysis are fundamental for justifying planned roadwork activities. It will be used as an important indicator to prioritize between sections in need of improvement. Cost/benefit ratio, on the other hand, does not take into account decision makers' goals and objectives for shaping roads network in future.

IRSRN Plan of the Roads Department of Georgia envisages rehabilitation of approximately 200 km of the secondary roads every year during 2016-2020. Non-economic indicators that will be used during prioritization of secondary road sections are:

- Strategic importance - in terms of mobility, connecting of regions, international roads or being an alternate link of major international road.
- Social importance - in terms of amount of population within 5km-distance from road section;
- Poverty - represented by percentage of population receiving government support;
- Tourism - Number of annual visitors and attractions in region of particular road section;
- Lifeline Road - Lifeline road defines a transport link, which has no substitute, or where the substitute entails a considerable increase in time or money expenditures, where any diminution in the quality, reliability or availability of the former, is likely to have a significant impact on the social or economic viability of an affected community.

The World Bank will continue supporting the Roads Department of the Ministry of Infrastructure and Regional Development of Georgia (RD) by co-financing implementation of the IRSRN Plan and by providing technical assistance to RD for better planning, budgeting, managing and monitoring secondary roads network at the national level. This would include help with adoption of innovative contracting methods such as output-based and performance-based contracts for rehabilitation of roads and road design-build contracts, implementing Road Safety Action Plan, improving Road Asset Management System, and tracking/reporting on the achievement of targets set for IRSRN.

World Bank financed investments into the implementation of IRSRN Plan trigger three safeguard policies of the World Bank: OP/BP 4.01 *Environmental Assessment*, OP/BP 4.04 *Natural Habitats*, and OP/BP 4.12 *Involuntary Resettlement*. According to the OP/BP E4.01, activities to be implemented towards implementation of IRSRN Plan are classified as environmental Category B. While the national environmental legislation does not require application of environmental due diligence to IRSRN Plan, the World Bank policy does call for the assessment and management of environmental and social risks associated with works for rehabilitation and maintenance of secondary roads. To meet this requirement, the present Environmental and Social Management Framework (ESMF) has been developed through re-working of an ESMF currently used for the purposes of implementing the Third Secondary and Local Roads Project (SLRP III). ESMF formulates the main principles of environmental and social management applicable to works for the rehabilitation and maintenance of secondary roads in Georgia 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 road works.

OP/BP 4.04 is triggered, because some road sections selected for rehabilitation may pass through natural habitats (mostly forests) or lie in immediate proximity to natural habitats (e.g. rivers). Although rehabilitation works will mostly be undertaken in the preset environmental footprint of the existing roads, conduct of physical works may still disturb natural/critical habitats and hence the respective safeguard policy shall be applied. Measures for mitigating possible negative impacts on habitats will be included into site-specific Environmental and Social Management Plans (ESMPs).

According to the World Bank OP/BP 4.12, a Resettlement Policy Framework (RPF) is also developed through updating an RPF currently applied to the SLRP III. RPF outlines the main principles of fair compensation for property or user rights to any assets involuntarily given up by affected people due to secondary road rehabilitation and maintenance works. 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 and programs undertaken with the financial support of the World Bank 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 IRSRN Plan, will ensure that the preparation of site-specific environmental and social documents for individual investments 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.

2.2 Environmental Management for Small Scale Road Construction or Rehabilitation

The nature, scope, and potential impacts of rehabilitation works under IRSRN Plan 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 and Social Management Plan (ESMP) 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 investments under IRSRN Plan. EMPs to be completed for each section of road selected for rehabilitation 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. Few investments with the expected higher environmental and/or social risks may require carrying out of Environmental and Social Impact Assessment (ESIA). ESIA reports, including ESMPs and self-standing ESMP checklists for works financed from the proceeds of the World Bank credits and loans will be subject to the World Bank's review and approval.

2.3 Public Consultation

Draft version of the present ESMF will be disclosed in Georgian and English languages through the web page of the RD and feedback will be solicited from all relevant stakeholders. RD will disclose draft site-specific ESIA reports and ESMPs 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 (PAP). Stakeholder consultation meetings will be organized and the received feedback will be incorporated as relevant in the final versions of the ESIA reports and ESMPs. 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 RD's technical supervision of works. RD will be responsible for producing monthly snapshot reports on environmental and social compliance from all active work sites for investments financed from the World Bank loan proceeds. 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, conflicts with local communities 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

RD is responsible for the application of environmental and social safeguards. Due environmental and social diligence of RD for the World Bank financed operations will include assuring (i) presence of satisfactory site-specific ESMPs for all sections of roads under rehabilitation and 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 ESMPs 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 ESMPs for all sections of roads selected for rehabilitation, guarantee inclusion of ESMPs 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. The RD will develop and implement the process to monitor and evaluate provided reports on environmental performance and compliance with this ESMPs. 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

IRSRN Plan 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. Works in the immediate proximity to natural or critical habitats may cause their degradation and/or temporary disturbance of wildlife. Specialized mitigation measures will be applied to confine physical activities to the carriageway and road shoulders, minimize noise and pollution, schedule works in a season when flora/fauna is least sensitive to disturbance, etc. 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.

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 ESMPs to be prepared, reviewed, disclosed, discussed, and approved for individual investments.

4.2 Potential Social Impacts

Key potential social issues to consider include: land acquisition and resettlement; consultation and participation; grievance redress; pedestrian safety; and access to public transport.

No major **land acquisition or resettlement** of residents or businesses (e.g. roadside vendors) is expected under the IRSRN Plan. The Plan is not for new road construction, however minor land acquisition along existing right-of-way may be required for the improvement of geometric standards of the existing road sections, 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, the RPF is prepared. It governs development and implementation of site-specific RAPs as required.

The IRSRN Plan is expected to create job opportunities for the youth, local food service providers and food vendors. 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 intended civil works. The Plan 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 for the World Bank financed works, it will be acquired under the laws of Georgia and the World Bank's OP/BP 4.12. All PAP will be compensated at the replacement rates, receive adequate allowances according to severity of impacts and vulnerability status and other assistance required to ensure that the objective of improving, or at least restoring, their livelihoods and living standards is achieved. Land acquisition and resettlement 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-construction activities;
- Keep PAP and communities fully informed about the works being undertaken, about 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 construction activities. Those who illegally occupy 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 works' 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 the course of ongoing works. Public consultation and participation ensures the incorporation of community's views in design and implementation of a socially and environmentally compliant conduct of works. This process also includes a clear **grievance redress mechanism** to ensure that community concerns are identified and addressed in a timely manner before they escalate. 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 ESMPs and RAPs, as required; reducing community opposition; helping mitigate and minimize any probable negative impact and bringing in the benefit of PAP.

Also, works should be designed, built and operated in a way that ensures **pedestrian safety** and adequate **access to public transport** for nearby communities.

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

General Guidelines for use of ESMP checklist:

For low-risk construction projects, the ECA (Europe and Central Asia) safeguards team developed an alternative ESMP (Environmental and Social 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 ESMP 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 and Social Management Plan (ESMP) 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 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 and social 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 and social 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 ESMP 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 and Social Reporting

The Environmental Reporting form was prepared according to the ESMPs 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 and Social Management Plan (ESMP) 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				
Subproject title				
Scope of 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	
Summarize any significant community concerns	
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			
Will the site activity include/involve any of the following??	Activity/Issue	Status	Triggered Actions
	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 and resettlement 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
	J. Community concerns/grievances	<input type="checkbox"/> Yes <input type="checkbox"/> No	If “Yes”, see Section I below
	K. Impacts on access to public transport	<input type="checkbox"/> Yes <input type="checkbox"/> No	If “Yes”, see Section J 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	<ul style="list-style-type: none"> (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	<ul style="list-style-type: none"> (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	<ul style="list-style-type: none"> (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	<ul style="list-style-type: none"> (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	<ul style="list-style-type: none"> (a) Waste collection and disposal pathways and sites will be identified for all major waste types expected from excavation, demolition and construction activities.

	management	<p>(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> <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 and resettlement	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</p>

		removal from the site. (f) The removed asbestos will not be reused
	Toxic / hazardous waste management	(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 (b) The containers of hazardous substances shall be placed in an leak-proof container to prevent spillage (c) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility. (d) Paints with toxic ingredients or solvents or lead-based paints will not be used
F. Affected forests, wetlands and/or protected areas	Ecosystem protection	(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. (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 (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 (d) There will be no unlicensed borrow pits, quarries or waste dumps in adjacent areas, especially not in protected areas.
G. Risk of unexploded ordinance (UXO)	Hazard to human health and safety	(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
H Traffic and pedestrian safety	Direct or indirect hazards to public traffic and pedestrians by construction activities	(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 <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
I Community concerns/grievances		<p>If there are community concerns or grievances regarding the project the Contractor, in coordination with the Borrower, should:</p> <ul style="list-style-type: none"> • Record and acknowledge the community concern (s) • Resolve the cause of the concern or address it to the corresponding party, and inform the community • Keep documented evidence of: grievance received, grievances resolved, and open grievances.
J Impacts on access to public transport		<ul style="list-style-type: none"> • Assess if any project activities will change or hinder community's access to public transport temporarily or permanently • Ensure that the community timely is informed about such changes and any corresponding alternatives provided

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.							
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Outline of EISA report

Executive Summary (2-3 pages)

Introduction

Project Description

Environmental and Social Baseline

Expected Impacts and Mitigation

Environmental and Social 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 Plan³

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.					

³ Impacts related to land acquisition and resettlement will be fully assessed and mitigated through Resettlement Action Plans (RAPs)

Environmental and Social Monitoring Plan⁴

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.						

⁴ Monitoring arrangements for land acquisition and resettlement will be included in the Resettlement Action Plans (RAPs)

Monthly Field Environmental Monitoring Checklist

General information	DD/MM/YY				
	Report prepared by				
	Name and location of construction site				
	Name of contractor/ subcontractor				
Permits, agreements	Permit for quarry opening during construction	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	comments
	Agreement for disposal of construction waste	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Permit for operating asphalt/concrete plant	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
Management of construction sites	Proper location and maintenance of construction site/camp	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Proper storage for fuel, oil and construction materials	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Proper maintenance of construction machinery and equipment (prevent leakage of fuel, oil, lubricants, etc.)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Availability of places of preliminary accumulation of excavated and demolished materials and construction wastes within the work site	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> 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"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Use covered trucks for transportation of construction materials and waste	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Clean the surrounding area from dust by water sprinkling in construction	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	

	zone (when necessary)				
	Implementation of works at the established time (e.g. work during daytime)	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Installation of alerting signs in construction sites, camps and along access roads	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Proper sanitary/ hygienic conditions for workers at the construction site	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
	Restoration of the area of construction sites and camps when the construction works are over	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	
Safety measures	Workers are provided with necessary safety uniform (e.g. helmets, high boots, gloves, respirators, glasses, etc.) and use them	<input type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A	

Minutes of Public Consultation on ESMF**ROADS DEPARTMENT OF GEORGIA****Public Consultation on the Environmental and Social Management Framework
for Secondary Road Asset Management****Minutes**

14.07.2015

Tbilisi

Head of the meeting: Irakli Litanishvili, Vice-Chairman of the Roads Department of the Ministry of Infrastructure and Regional Development (RDMRDI)

Secretary of the meeting: Maya Vashakidze, Environmental Consultant to RDMRDI

Speakers: Irakli Litanishvili, Maya Vashakidze, and Mariam Begiashvili

Venue of the Meeting: Tbilisi, Georgia at RDMRDI's Office

Agenda of the Meeting:

1. Introduction and context
2. Presentation of Environmental and Social Management Framework (ESMF) for Secondary Road Asset Management

Topics presented: Background information was presented by Mr. Irakli Litanishvili regarding ESMF for Secondary Road Asset Management. The speaker mentioned that document had been prepared according to the requirements set out in the World Bank's three Safeguard Policies: OP/BP 4.01 Environmental Assessment, OP/BP 4.04 Natural Habitats, and OP/BP 4.12 Involuntary Resettlement. According to the OP/BP 4.01, activities to be carried out for the implementation of Investment in and Rehabilitation of the Secondary Roads Network (IRSRN) Plan are classified as environmental Category B. While the national environmental legislation does not require application of environmental due diligence to IRSRN Plan, the World Bank policy calls for the assessment and management of environmental and social risks associated with works for rehabilitation and maintenance of secondary roads. To meet this requirement, the present ESMF has been developed through re-working of an ESMF currently used for the

purposes of implementing the Third Secondary and Local Roads Project (SLRP III). ESMF formulates the main principles of environmental and social management applicable to works for the rehabilitation and maintenance of secondary roads in Georgia 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 road works.

Information concerning the World Bank's OP/BP 4.01 Environmental Assessment and OP/BP 4.04 Natural Habitats was introduced by Ms. Maya Vashakidze and OP/BP E4.12 Involuntary Resettlement - by Ms. Mariam Begiashvili.

Ms. Maya Vashakidze explained that the purpose of the World Bank's safeguard policies establish an environmental and social review process to ensure that the projects and programs undertaken with the financial support of the World Bank 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.

Environmental Management Plan (EMP) Checklists to be completed for works on each section of road supported by the World Bank 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.

RDMRDI will ensure public disclosure of draft EMPs for receiving stakeholders' feedback. RDMRDI will also undertake environmental and social monitoring of activities.

Below is a summary of Q&A session which followed presentations:

Question	Answer
Do you know how many roads will be rehabilitated?	The exact number of road sections to be rehabilitated is not determined yet, but it is planned to rehabilitate approximately 200 km road sections in Guria Region and 50 km in other regions.
Will the local population be hired by the construction companies?	The previous experience from other projects showed that the Contractors are employing 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.
What will happen with construction or domestic waste?	Contractors will have agreements for the disposal of construction and domestic waste with the local municipality.
How will the environment be effected from the proposed	The ESMF covers the potential environmental effects of the proposed works. It carries mitigation measures to minimize

works on the roads?	negative impacts. EMPs to be completed for each section of road selected for rehabilitation will include: 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. Few investments with the expected higher environmental and/or social risks may require carrying out of Environmental and Social Impact Assessment (ESIA). ESIA reports, including ESMPs and self-standing EMP checklists for works financed from the proceeds of the World Bank credits and loans will be subject to the World Bank's review and approval.
Would there be meeting to inform the local population?	Yes, the RDMRDI will organize public consultations for each section and the information will be provided throughout the RDMRDI's web page and local municipality.

Head of the meeting: Irakli Litanishvili,

Deputy Chairman of Roads Department of Georgia


Secretary of the meeting: Maya Vashakidze

Environmental Consultant to RDMRDI

Attachment 1:

ბუნებრივ და სოციალურ გარემოზე ზემოქმედების მართვის ჩარჩო დოკუმენტი შიდასახელმწიფოებრივი გზების
აქტივების მართვის პროექტის განსახორციელებლად საჯარო განხილვა

14 ივლისი 2015

№	სახელი, გვარი	საკონტაქტო ინფორმაცია	ხელმოწერა
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	როსტომ ლოტუშვილი	R.D. rusudani@gmail.com	რ. ლოტუშვილი
	მარიამ გოგიშვილი	maria.m.gogishvili@georoad.ge	მ. გოგიშვილი

ბუნებრივ და სოციალურ გარემოზე ზემოქმედების მართვის ჩარჩო დოკუმენტი შიდასახელმწიფოებრივი გზების
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14 ივლისი 2015

№	სახელი, გვარი	საკონტაქტო ინფორმაცია	ხელმოწერა
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