Rehabilitation of several sections of Municipal Roads in Tskhaltubo 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)

June 2021

Sub-project Description

The sub-project (SP) aims to rehabilitate municipal roads in Tskhaltubo Municipality. In particular, this includes rehabilitation of 10 (ten) road subsections in several neighborhoods of Tskaltubo Municipality villages, including Partskhanakanevi, Maglaki, and Zeda Meskheti. The total length of roads is approximately 31.3 km.

Specifically, the SP includes the rehabilitation of the following sections of municipal roads in Tskaltubo Municipality, which is located 240 km west of Tbilisi:

The access road in Amagleba neighborhood, village Partskhanakanevi. The length of the rehabilitation section is 3,100.35 m.

The access road in Kuchuxidzeebi neighborhood, village Partskhanakanevi. The length of the rehabilitation section is 827.57 m.

The access road in Lagadzeebi neighbourhood, village Partskhanakanevi. The length of the rehabilitation section is 2,185.85 m.

The access road in Midori neighbourhood, village Partskhanakhevi. The length of the rehabilitation section is 1,261.73 m.

The access road in Samgrebos neighbourhood, village Partskhanakanevi. The length of the rehabilitation section is 4,149.62 m.

The access road in Shua and Qashveti neighbourhood, village Partskhanakanevi. The length of the rehabilitation section is 4,958.04 m.

The access road in Bibileshvililebi and Kostavebi neighbourhood, village Maglaki. The length of the rehabilitation section is 2,273.20 m.

The access road in Miwawiteli neighbourhood, village Maglaki. The length of the rehabilitation section is 2,138.99 m.

The access road in Zhorzholianebi neighborhood, village Maglaki. The length of the rehabilitation section is 4,280.44 m.

The access road in Village Zeda Meskheti neighborhood. The length of the rehabilitation section is approximately 7,622 m.

In road design, the condition of the existing roadways, land use parameters, terrain, natural conditions, post-construction road operation, and other conditions were taken into account. With all this in mind, the road construction type I has been selected. This includes a type I pavement structure on the carriageway. This consists of a leveling layer, after which the upper layer of the foundation will be arranged with the thickness of 18.0 cm and two-layer asphalt/concrete pavement with the thickness of 6 cm. In particular: this includes the arrangement of:

- Sub-base with sand-gravel mix (0-70 mm) thickness 12 cm
- Base - crushed fraction 0-40 mm, thickness 18 cm
- Liquid bitumen application - 0.7 l / m^2
- The bottom layer of the cover - with a hot mixture of coarse-grained porous crushed stone, asphalt concrete, brand II, thickness 6 cm
- Liquid bitumen application - 0.35 l / m^2
- Cover - with fine-grained dense crushed stone, asphalt concrete hot mix, type B brand II, thickness 4 cm.

The SP includes the arrangement of a similar type of pavement structure on the connections as on the carriageway, while one layer of asphalt/concrete pavement with the A thickness of 5.0 cm will be arranged on the yard entries. In particular: for the entrances to the yards, the type II construction structure was selected, particularly:

- Base - gravel fraction 0-40 mm, thickness 15 cm
- Extraction of liquid bitumen; 0.7 l / m^2
- Coating - with fine-grained dense crushed asphalt concrete hot mix, type B brand II, thickness 5 cm.

The SP also envisages the arrangement of a reinforced concrete culvert along the rehabilitated road, which will be covered by a metal grid above.

To ensure the safe movement of vehicles, the SP also envisaged equipping rehabilitated roads with road signs and marking the carriageway to provide a complete orientation to the drivers. The design envisages the standard road signs. Road signs should be manufactured and installed following the requirements of GOST R 52289-2004, GOST R 52290-2004, GOST 14918-80, and the Law of Georgia on Road Traffic Safety (2013).

The SP also includes the arrangement of outdoor lightings across the rehabilitated road sections.

Environmental and Social Screening

(A) IMPACT IDENTIFICATION

Does the sub-project have tangible impact on the environment?	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. 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 SP area is located within a modified environment. Therefore, the impact is transitory and insignificant (noise, emissions, construction waste, temporary disturbance of traffic, and access).
What are the significant beneficial and adverse environmental effects of sub-project?	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 harmful exhaust. As a result, fuel consumption will drop as well. To minimize road ponding and flooding risk works for cleaning the existing stormwater ditches along the road are planned within the SP. Transportation of construction materials and generated waste will slightly increase road congestion during the planned works. Community health and safety will be an issue during the construction phase as the rehabilitation sections of the roads run through the residential area. Effects likely to occur during the construction phase are short-term and would not deteriorate the existing conditions. The impacts on vegetation during the construction phase will be minor. No tree cutting is planned on any of the SP sites according to the project design. In case of generating any hazardous waste, it should be collected and temporarily placed in the pre-selected and preliminary agreed area considering applicable requirements to prevent the mixing of hazardous waste with other types of waste and minimize dust from hazardous-containing matter.

May the sub-project have any significant impact on the local communities and other affected people?	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. No land take and relocation are expected. 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.

(B) MITIGATION MEASURES

Were there any alternatives to the sub-project design considered?	As the SP envisages rehabilitation of the existing road, alternatives regarding to the SP design were not considered.
What types of mitigation measures are proposed?	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. Car maintenance points will not be located within 50m of any watercourse. In the process of the SP implementation, warning signs will be used, and traffic will be managed around the work sites. Community health and safety will be an issue during the construction phase as residential buildings are located near the SP site. However, the effects likely to occur during the construction phase are short-term and unlikely to deteriorate the existing conditions.

What lessons from the previous similar projects have been incorporated into the sub-project design?	MDF has 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 rehabilitation of road pavement and arrangement of stormwater ditches, which will ensure further maintenance of the road cover.
Have concerned communities been involved, and have their interests and knowledge been adequately taken into consideration in sub-project preparation?	Due to circumstances related to the COVID-19 outbreak, conducting a remote public consultation on the SP of road rehabilitation in the villages of Tskhaltubo Municipality may be required. Following national regulations in force by the time of rehabilitation and following the National Center for Disease Control (NCDC), MDF will structure 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. The information booklets reflecting detailed information about the forthcoming consultation meetings will be placed at the most visited places in the village.

(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 **OP/BP 4.12 Involuntary Resettlement** 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 **OP/BP 4.11 Physical Cultural Resources** 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 several sections of municipal roads in Tkhaltubo Municipality
Scope of site-specific activity	The SP aims to rehabilitate municipal roads in Tskhaltubo Municipality. In particular, this includes rehabilitation of 10 (ten) road subsections in several neighborhoods of Tskaltubo Municipality villages, including Partskhanakanevi, Maglaki, and Zeda Meskheti. The total length of roads is 31.3 km. Specifically, the SP includes the rehabilitation of the following sections of municipal roads in Tskaltubo Municipality, which is located 240 km west of Tbilisi: The access road in Amagleba neighborhood, village Partskhanakanevi. The length of the rehabilitation section is 3,100.35 m. The access road in Kuchuxidzeebi neighborhood, village Partskhanakanevi. The length of the rehabilitation section is 827.57 m. The access road in Lagadzeebi neighbourhood, village Partskhanakanevi. The length of the rehabilitation section is 2,185.85 m. The access road in Midori neighbourhood, village Partskhanakhevi. The length of the rehabilitation section is 1,261.73 m. The access road in Samgrebos neighbourhood, village Partskhanakanevi. The length of the rehabilitation section is 4,149.62 m. The access road in Shua and Qashveti neighbourhood, village Partskhanakanevi. The length of the rehabilitation section is 4,958.04 m. The access road in Bibileshvililebi and Kostavebi neighbourhood, village Maglaki. The length of the rehabilitation section is 2,273.20 m. Rehabilitation of the access road in Miwawiteli neighbourhood, village Maglaki. The length of the rehabilitation section is 2,138.99 m. Rehabilitation of the access road in Zhorzholianebi neighborhood, village Maglaki. The length of the rehabilitation section is 4,280.44 m.

	Rehabilitation of the access road in Village Zeda Meskheti neighborhood. The length of rehabilitation sections is 7,622 m. In road design, the condition of the existing roadways, land use parameters, terrain, natural conditions, post-construction road operation, and other conditions were taken into account. With all this in mind, the road construction type I has been selected. This includes a type I pavement structure on the carriageway with leveling layer. The upper layer of the foundation is arranged with a thickness of 18.0 cm and two-layer asphalt/concrete pavement with a thickness of 6 cm. The SP includes the arrangement of a similar type of pavement structure on the connections as on the carriageway. In contrast, one layer of asphalt/concrete pavement with an A thickness of 5.0 cm will be arranged on the yard entries. The SP also envisages the arrangement of a reinforced concrete culvert along the rehabilitated road, which will be covered by a metal grid above. To ensure the safe movement of vehicles, the SP also envisaged equipping rehabilitated roads with road signs and marking the carriageway to provide a complete orientation to the drivers. The design envisages the standard road signs. The SP also includes the arrangement of outdoor lightings across the rehabilitated road sections. Investment Financing Agreement between Municipal Development Fund of Georgia and Tskaltubo Municipality will be signed shortly following the final approval of SSR. Tskaltubo Municipality will be responsible for the maintenance of the rehabilitated sections of the municipal roads.		
Institutional arrangements (WB)	Task Team Leader: Axel Baeumler		Safeguards Specialists: Darejan Kapanadze - Environment Davit Jijelava – Social
Implementation arrangements (Borrower)	Implementing entity: Municipal Development Fund of Georgia	Works supervisor: company Eptisa Servicios de Ingenieria S.L. Spain	Works contractor: (TBD)
SITE DESCRIPTION			
Name of institution whose premises are to be rehabilitated	Tskhaltubo Municiplaity		
Address and site location of institution whose premises are to be rehabilitated	Tskhaltubo Municiplaity 25 Rustaveli Str. Tskhaltubo, Georgia		

Who owns the land? Who uses the land (formal/informal)?	Tskhaltubo Municiplaity
Description of physical and natural environment around the site	From a geomorphological point of view, the territory of the Tskhaltubinsk municipality is located on flat relief, and it belongs to the alluvial and marine sediment zone of the Kolkheti Lowland. The area is characterized by a moderately humid climate, short and less cold winters, and hot summers. The average annual air temperature is +14 - 14.5 ^{0}C; the maximum is + 40-45^{0}C. The average annual rainfall is 1200-1250 mm. The area is mainly dominated by north-westerly and south-westerly winds, with an average speed of 4-5 m / s. According to tectonic zoning, the area belongs to the intermountain zone and consists of quaternary and tertiary formations. Hydrologically, the territory belongs to the quaternary age alluvial and marine groundwater distribution zone. Groundwater detection is not recorded at a depth of 3 m. There are no reports of groundwater discharges at the site. The soils in seismic zones are classified as Category II. No dangerous geological processes are not observed on the site.
Locations and distance for material sourcing, especially aggregates, water, stones?	The nearest Kutaisi landfill is located approximately 20 km away from the SP site.
LEGISLATION	
National & local legislation & permits that apply to project activity	The SP has been classified low-risk Category B according to the World Bank policies and the ESMF. Georgian legislation does not require any environmental review, approval, or permit for the SP. Though according to the national regulatory system: - construction materials must be obtained from licensed providers, - 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. - 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). - 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. - 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. - If tree cutting or replanting will become necessary during the SP 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 Tskhaltubo 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 as well as compensation activities will be implemented by the construction contractor. The trees shall be cut under the supervision of a designated specialist. GOST and SNIP norms must be adhered.
GRIEVANCE REDRESS MECHANISM	
An appropriate grievance redress mechanism was established to solve grievances of Project-Affected People, as required. Accordingly, Tskhaltubo Municipality has assigned a responsible person Malkhaz Chkheidze (Tel: 595 95 96 01), Head of Spatial Planning, Infrastructure, and Architecture Unit, to receive, review and react to the APs grievances. The contact person from the MDF is Nutsa Gumberidze (Tel: +995 598 88 20 19, feedback@mdf.org.ge, 150 Davit Aghmashenebeli ave., 4th floor, 0112 Tbilisi, Georgia) 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.	
PUBLIC CONSULTATION	
When / where the public consultation process will take /took place	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 SP, 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.

	The information booklets reflecting detailed information about the forthcoming consultation meetings will be placed at the most visited places in the village.
ATTACHMENTS	
Attachment 1. Situation map of village Partskhanakanevi road sections Attachment 2. Situation map of village Maglaki road sections Attachment 3. Situation map of village Zeda Meskheti road sections Attachment 4. Photo material documenting the existing condition of municipal roads in Tskhaltubo Municipality Attachment 4. Records of public consultation (to be provided) Attachment 5. Agreements, licenses, permits held/obtained by contractor (to be provided)	

PART B: SAFEGUARDS INFORMATION

ENVIRONMENTAL/SOCIAL SCREENING			
Will the site activity include/involve any of the following?	**Activity/Issue**	**Status**	**Triggered Actions**
	1. Rehabilitation	■ Yes [ ] No	If yes, see Section **A** below
	2. New construction	[ ] Yes ■ No	If yes, see Section **A** below
	3. Individual wastewater treatment system	[ ] Yes ■ No	If yes, see Section **B** below
	4. Historic building(s) and districts	[ ] Yes ■ No	If yes, see Section **C** below
	5. Acquisition of land[1]	[ ] Yes ■ No	If yes, see Section **D** below
	6. Impacts on the use of land and property	■ Yes [ ] No	If yes, see Section **E** below
	7. Hazardous or toxic materials[2]	[ ] Yes ■ No	If yes, see Section **F** below
	8. Impacts on forests and/or protected areas	[ ] Yes ■ No	If yes, see Section **G** below
	9. Handling/management of medical waste	[ ] Yes ■ No	If yes, see Section **H** below
	10. Traffic and pedestrian safety	■ Yes [ ] No	If yes, see Section **I** below
	11. Community and labor health and safety	■ Yes [ ] 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, 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 good international 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	(a) Minimize the amount of generated waste to the extent possible. (b) Separate various types of generated waste and re-use / recycle relevant types of waste to the possible extent. (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.

		(d) Obtain formal arrangements with municipal authorities to dispose of household waste and final placement of excess material (inert construction waste). (e) Make timely arrangements for the disposal or hand-over of hazardous waste to licensed companies.
	Material supply	(a) Use existing plants, quarries, or borrow pits that have appropriate official approval or valid operating license. (b) Obtain licenses for any new quarries and/or borrowing areas if their operation is required. (c) Reinstate used sections of quarries and/or borrowing areas as extraction proceeds on or properly closed quarries if extraction completed and license expired. (d) Haul materials in off-peak traffic hours. (e) Place speed regulating, diverting, and warning signs for traffic as appropriate.
E. Impacts on land and property use	Limited/lost access to the land	(a) Ensure provision of undisturbed and safe access to homes, lands, and other assets of the local population. (b) 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.
	Temporary impact on privately-owned assets	(a) Avoid trespassing or incidentally damaging private property (using small-size machinery or manual labor near walls and fences, stockpiling of construction material and waste away from private property, etc.). (b) In case of unintended damage to private property, quickly restore it to the original or better status. (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. (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 Resettlemet Action Plan by MDF.

I. Traffic and Pedestrian Safety	Direct or indirect hazards to public traffic and pedestrians by construction activities	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: ▪ Signposting, warning signs, barriers, and traffic diversions: the 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. ▪ Active traffic management by trained and visible staff at the site, if required, for a safe and convenient passage for the public.
J. Community and labor health and safety	Public relationship management	(a) Assign a local liaison person within the Contractor's team to be in charge of communication with and receiving requests/ complaints from the local population. (b) Consult local communities to identify and proactively manage potential conflicts between an external workforce and local people. (c) Raise local community awareness about sexually transmitted disease risks associated with an external workforce and include local communities in awareness activities. (d) Inform the population about construction and work schedules, interruption of services, traffic detour routes and provisional bus routes, blasting, and demolition, as appropriate. (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. (f) At least five days in advance of any service interruption (including water, electricity, telephone, bus routes), advise the community through postings at the work site, at bus stops, and in affected homes/businesses. (g) Address concerns raised through Grievance Redress Mechanism established by the employer within the designated timeline within the scope of Contractor's liability. (h) To the extent possible, do not locate work camps in close proximity to local communities. (i) Undertake siting and operation of worker camps in consultation with neighboring communities.
	Labor management	(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. (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.

		(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. (d) Immediately notify supervision engineer and employer on any work site accidents causing tangible damage to human or environmental health.

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?)
CONSTRUCTION PHASE						
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
Purchase of natural construction materials	Purchase of material from the existing suppliers if feasible; Obtain extraction license by the works contract and strict compliance with the license conditions; Terrace the borrow area, backfill to the exploited areas of the borrow site, and undertake landscape harmonization; Excavate river gravel and sand from outside of the water stream, arrange protective	Quarries	Checking of documents Visual inspection	During extraction of materials	Limit erosion of slopes and degradation of ecosystems and landscapes; Limit erosion of riverbanks, water pollution with suspended particles and disruption of aquatic life; Protect population and cattle from damage.	MDF, Construction Supervisor National Mining Agency

	barriers of gravel between the excavation area and the water stream, and no entry of machinery into the water stream; Marking of the Quarries with warning signs					
Transportation of construction materials and waste Movement of construction machinery	Traffic management plan is in place and implemented; Compliance with established hours and routes of transportation; Vehicles and machinery are kept in standard technical condition; Site managers, heavy machinery operators, drivers, and workers received respective training; Confinement and protection of truck loads with lining; Strict compliance with speed limits within settlements; No entry of machinery into water streams.	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

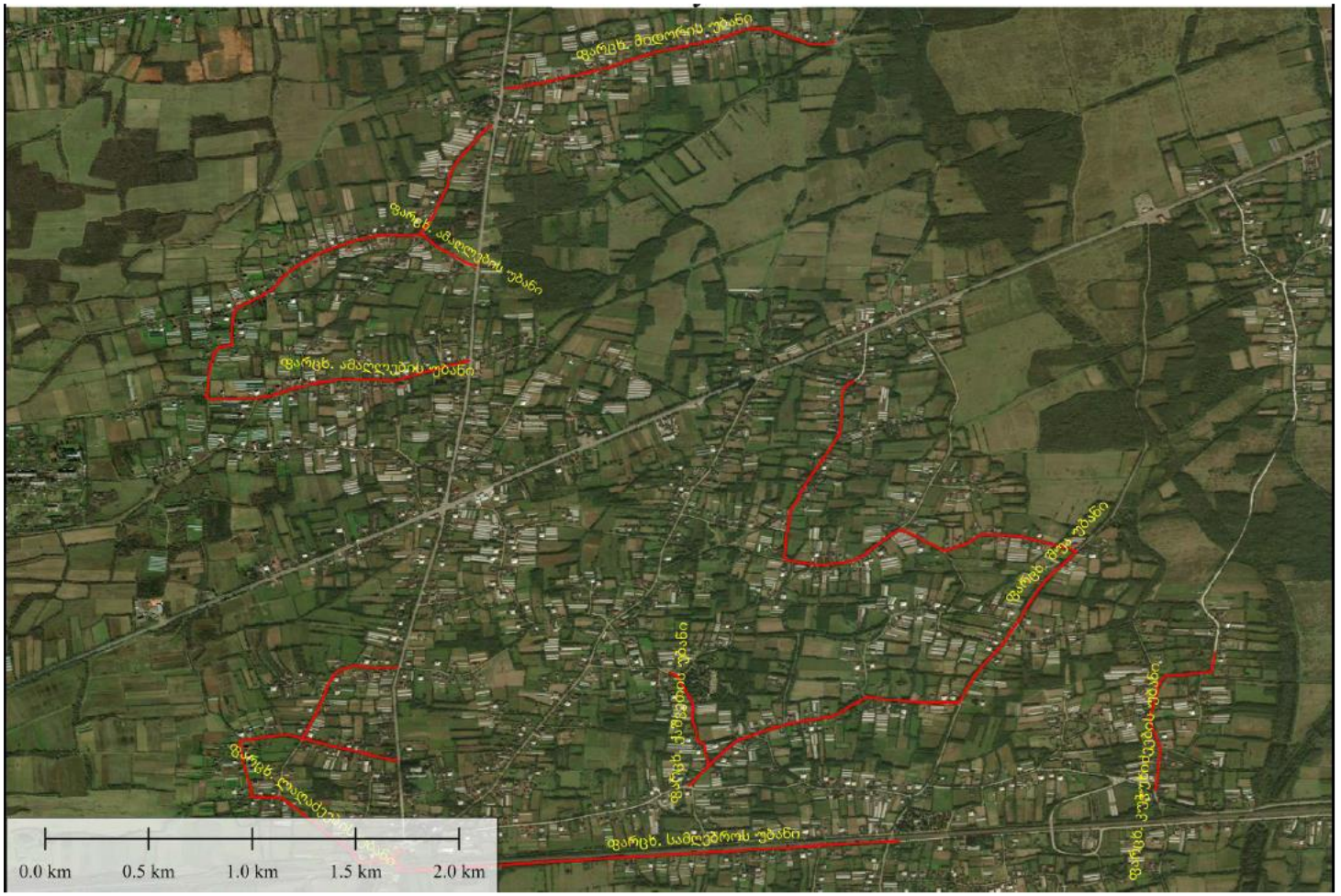
Servicing of construction machinery	Washing vehicles and machinery off-site in the location sufficiently distant from water bodies; Servicing vehicles and machinery with oils and lubricants off-site or in an especially arranged location on-site; Technical adequacy of the servicing location: • solid, insulating floor or adsorbent layer (sand, gravel, membrane), • containment barriers allowing enough space for holding fuel over the maximum amount expected on the location at a time • emergency fire-fighting kit sedimentation pool at the car wash area.	Construction sites and construction base (if applicable)	Visual inspection	Entire period of machinery operation	Avoid land and water pollution with oil products due to servicing of vehicles and machinery; Ensure ability to promptly localize fire source and minimize material damage	MDF, Construction Supervisor
Generation of construction waste	Temporary storage of construction waste in specially allocated areas; Timely disposal of waste to the formally designated locations	Construction site; Waste disposal site	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	Installation of traffic limitation/diversion signage; Storage of construction materials and temporary placement of construction waste in a way preventing congestion of access roads	At and around the construction site	Inspection	In the course of construction works	Prevent traffic accidents; Limit nuisance to local residents	MDF, Construction supervisor
Workers' health and safety	Provision of uniforms and personal protective gear to workers and enforcement of their use; Consistency with the rules of exploitation of the construction equipment and machinery; Maintenance of adequate sanitary conditions at work bases/sites, including the provision of separate WCs if both men and women are employed; Workers have received training, read and signed off the Code of Conduct, and are fully aware of their rights and responsibilities;	Construction site	Inspection	Unannounced inspections in the course of work	Limit occurrence of on-the-job accidents and emergencies	MDF, Construction Supervisor

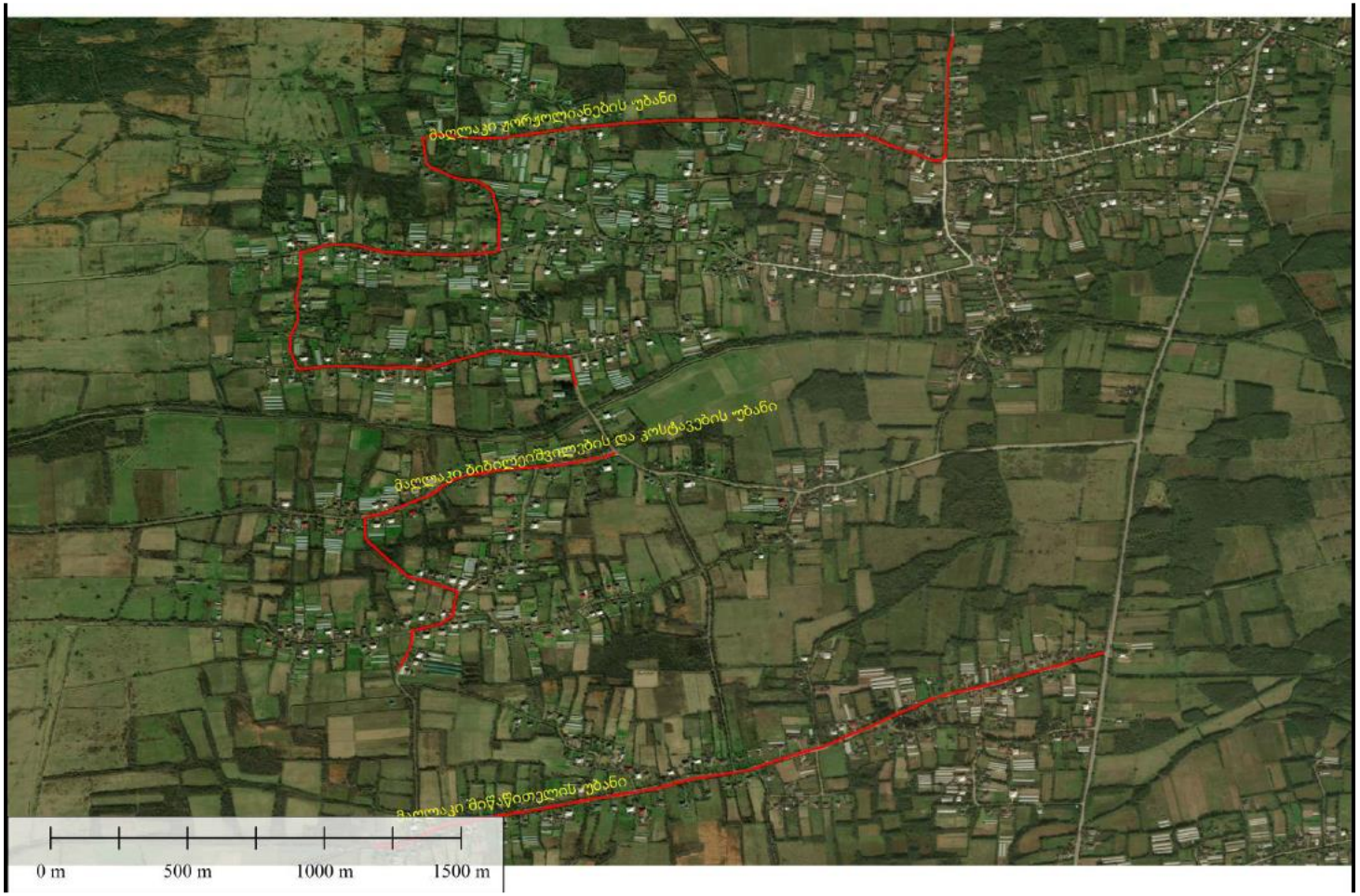
	Presence and use of viable GRM for construction contractor's personnel; Employer has developed COVID-19 infection prevention and response action plan, has provided material means required for its implementation, and ensured acquaintance with the plan by entire personnel.					
Works within settlement	Informing affecting population on the upcoming works and any temporary disruptions of municipal service provision that may occur during works; 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; Avoidance of damage to fences and other private property located along the road and prompt restoration in case it may not be avoided.	Construction site	Inspection	Recurrent	Ensure the safety of 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	Tskhaltubo Municipality
Pedestrian safety	Installation of speed minimizing barriers in appropriate areas Improving the road signs and road markings	Total length of the road	Inspection	As needed	Ensure community health and safety	Tskhaltubo municipality

Attachment 1. Attachment 1. Situation map of village Partskhanakanevi road sections



Attachment 2. Situation map of village Maglaki road sections



Attachment 3. Situation map of village Zeda Meskheti road sections

Attachment 4. Photo material documenting the existing condition of municipal roads in Tskhaltubo Municipality