



Safety Measure of Tusheti Motor road (Pshaveli-Abano-Omalo)

Environmental Management Plan

**WORLD BANK FINANCED
REGIONAL DEVELOPMENT PROJECT (RDP)**

Tbilisi, Georgia

January 2015

Environmental Screening

The sub-project (SP) envisages rehabilitation of the selected 8 problematic sections of the 72 km road connecting villages Pshaveli and Omalo. Length of the sections to be rehabilitated varies within the range of 40-125 meters. Problematic sections of the road are located on the artificially created shelves on the right flood plain terrace of the river Stori. The existing direction of the design road does not have any alternatives and therefore, no additional options were considered. The road to be rehabilitated is located in Akhmeta Municipality, it is a Pshaveli and Omalo (Tusheti Region Administrative center) connecting road, and moreover, actually it is the only road connecting high mountainous region with the road infrastructure and human settlements of Georgia. The road is also of strategic importance, since it is an access road to the northern border of the country. Currently, the damaged paving of the road results in the lack of requisite road infrastructure. Within the periods of severe weather conditions, mountainous villages are cut off from the outer world. Implementation of the present SP is an essential condition required for solution of the above-mentioned problem, it is also very important for development of Tusheti Region and mitigation of migration problem. Besides, rehabilitation of this road will greatly benefit to small business and tourism sector development in the region. Road rehabilitation is one of the prerequisites of enhancement of the socio-economic background for Tusheti Region.

The SP envisages:

The SP aims at rehabilitation of the selected 8 problematic sections of the villages Pshaveli and Omalo connecting 72 km road: reinforced concrete bottom retaining walls will be arranged in 7 sections, and a reinforced concrete platform will be arranged in one place.

The following works will be carried out under the SP:

- Widening of the carriageway (earth road cut in the rock) through arrangement of the bottom retaining wall and arrangement of the overhanging design platform on the slope side;
- Arranging gabions for stabilization of the embankment;
- Arranging ditches for draining water from the road pavement;
- Arranging 1m width berms for protection of ditches.

(A) IMPACT IDENTIFICATION

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| <p>Has sub-project a tangible impact on the environment?</p> | <p>The SP has a modest short term negative environmental impact while its long term impact is expected to be positive.</p> <p>The main impact will be during the construction phase, which includes works for arrangement of engineering structures and road pavement, operation of machinery and heavy vehicles, supply of materials. Therefore the impact is transitory and insignificant (noise, emissions, construction waste, temporary disturbance of traffic and access, etc.).</p> |
| <p>What are the significant beneficial and adverse environmental effects of sub-project?</p> | <p>The SP will have a long term positive social impact through improving living and transportation conditions of the local population. It will mitigate the existing negative impact relating to safe traffic on the road during severe weather conditions.</p> <p>The expected negative environmental and social impacts are likely to be short term and involve hampering road traffic in complex landscape setting.</p> |
| <p>May the sub-project have any significant impact on the local communities and other affected people?</p> | <p>No physical relocation is expected.</p> <p>The long term social impact will be beneficial (improvement of local population living conditions, better traffic safety conditions, and improved convenience of travelling).</p> <p>Negative impacts are short term and limited to the construction site.</p> |

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| | <p>The problem of unhampered traffic was taken into consideration in the process of designing the SP. During project implementation, retaining wall construction (which involves arrangement of concrete walls for strengthening road flanks) will not invoke considerable narrowing of the road pavement (its width varies within the range of 5-7 meters) and the traffic moving into opposite direction will be enabled to freely travel along the road. The only problematic section will be the one adjacent to the km 25+550, where the platform is being arranged. In the process of overhang arrangement, traffic will be blocked for a maximum period of 2 hours, and there will be left a passage for just one vehicle. Though in the beginning and at the end of this section, there are so called pockets on the road, which given right management of traffic may permit for the minimal blockage of traffic.</p> |
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(B) MITIGATION MEASURES

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| <p>Were there any alternatives to the sub-project design considered?</p> | <p>The existing direction of the design road does not have any alternatives and therefore, no additional options were considered. Given that the SP envisages rehabilitation of the existing infrastructure, no alternatives have been considered.</p> |
| <p>What types of mitigation measures are proposed?</p> | <p>The expected negative impacts of the construction phase can be easily mitigated. The contractor will be responsible for the waste disposal at the permitted location, use the quarry materials from the licensed quarries only, prevent water and soil from pollution, avoid disturbance of population (noise, dust, emissions) through proper work scheduling.</p> |
| <p>What lessons from the previous similar projects have been incorporated into the sub-project design?</p> | <p>MDF has vast experience of implementation of medium and large scale road and streets rehabilitation SPs financed by various donor organizations. Based on lessons learned from previous similar projects, design envisages not only rehabilitation of road pavement but also installation of storm water ditches, retaining walls and gabions which will be backing road stability and increase the operating life of the road.</p> |
| <p>Have concerned communities been involved and have their interests and knowledge been adequately taken</p> | <p>The SP has been developed by the Municipality in consultation with the affected communities and as a response to the current situation.</p> |

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| into consideration in sub-project preparation? | The site-specific EMP prepared for the SP was discussed with beneficiary community prior to the commencement of works at the meeting held in the office of territorial authority in village Pshaveli, on January 21, 2015. Minutes of the public hearings is attached to this EMP. |
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(C) RANKING

The project has been classified as environmental Category B according to the World Bank safeguards (OP 4.01) and requires Completion of the Environmental Management Checklist for Small Construction and Rehabilitation Activities.

Social Screening

| 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) | ✓ | |
| 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? | | ✓ |
| 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? | | ✓ |
| 4 | Will the sub-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.)? | | ✓ |

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**

PART A: GENERAL PROJECT AND SITE INFORMATION

| INSTITUTIONAL & ADMINISTRATIVE ISSUES | | | |
|--|--|---|--|
| Country | Georgia | | |
| Project title | Regional Development Project | | |
| Sub-Project title | Rehabilitation of the Problematic Sections of Pshaveli-Abano-Omalo Motor Road in Akhmeta Municipality | | |
| Scope of site-specific activity | <p>Under the SP, there were 9 problematic sections of the following stationing identified on the survey site:</p> <p>#1 - km17+800, section length 120m; #2 -km 21+200, section length 40m; #3 -km 21+600, section length 50m; #4 -km 22+700, section length 40m; #5 -km 23+100, section length 125m; #6 -km 23+300, section length 45m; #7 -km 23+600, section length 60m; #8 -km 25+550, section length 93m.</p> <p>Overall length of the road section to be rehabilitated is 573 m, out of which:</p> <p>17+800, section to be rehabilitated coincides with the existing road, the depreciated road paving will get rehabilitated. Gabion wall be arranged (gabion box filled up with stone)</p> <p>km 21+200, km 21+600, km 22+700, km 23+100, km 23+300, km 23+600, - widening of the carriageway on the slope site will be implemented through arrangement of the bottom retaining wall. Capital type paving will be laid by using reinforced cement-concrete (with 22 cm reinforcement)</p> <p>km 25+550 - widening of the carriageway on the slope side through arrangement of the overhanging design platform by using reinforced concrete structure (rigid reinforcement, watertight reinforced concrete).</p> | | |
| Institutional arrangements (WB) | Task Team Leader: Ahmed Eiweida, Co-Task Team Leader: Xiaolan Wang | Safeguards Specialist: Darejan Kapanadze | |
| Implementation arrangements (Borrower) | Implementing entity: Municipal Development Fund of Georgia | Supervisor: JV Steget (Italy) & Estia (Italy) | Works contractor: “Gzamsheni 2005” Ltd |
| SITE DESCRIPTION | | | |

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| Name of institution whose premises are to be rehabilitated | Akhmeta Municipality |
| Address and site location of institution whose premises are to be rehabilitated | Akhmeta, # 49 Cholokashvili street Tel: (8 349) 22 15 16; email: akhmeta_region@yahoo.com; website: info@myakhmeta.ge SP site is located in East Georgia In Akhmeta municipality of Kakheti Region. |
| Who owns the land? Who uses the land (formal/informal)? | State owned (under the Roads Department of Georgia) |
| Description of physical and natural environment around the site | <p>The survey site is located in the valley of the river Stori, (the southern slope of Kakhetian Caucasus). The road alignment includes part of right flood plain terrace of the river Stori, which merges with mountain slopes rugged by mountain system ravines and dry gorges. The road fits the relief and passes through the artificially created shelves.</p> <p>Main rocks forming the following project site sections: km 17 + 800, km21 + 200, km 21 + 600, km22 + 700, km23 + 100, km23 + 300, km23 + 600, km25 + 550 km 36 + 000 belong to the solid rock nomenclature. Part of the ROW passes through a narrow negatively sloped rocky shelfe.</p> <p>The ROW area is mainly formed of middle and early Jurassic rocks – slate and rarely occurring sandstone accumulations. Bajocian porphyry suite beat is also observed in this area. One of such sections is an 80m long strip designated for platform arrangement; it is formed of the above-mentioned porphyry suite sedimentary rocks.</p> <p>According to the climatologic data (Omalo data), in the vicinity of the road alignment the average annual temperature is + 3,5°C. The absolute minimum is -36°C, the absolute maximum of + 31°C. The annual volume of precipitation is 748 mm. Snow cover weight is 110 KPa. 121 is the number of days with permanent snow cover. Standard depth of seasonal soil freezing for coarse-grained soil is 171 cm. Maximum wind velocity once in every 20 years - 18 m/sec. The prevailing wind direction is north and north-west.</p> <p>The existing road is located in the 9-point seismicity zone.</p> |
| Locations and distance for material sourcing, especially inert materials and water? | Distance to the nearest licensed borrow pit is approximately 60 km. |

| LEGISLATION | |
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| <p>National & local legislation & permits that apply to project activity</p> | <p>The SP has been classified as low risk Category B according to the World Bank policies and the ESMF.</p> <p>Akhmeta municipal authority approved the SP.</p> <p>Georgian legislation does not require any type of environmental review, approval, or permitting for the SP. Though according to the national regulatory system:</p> <ul style="list-style-type: none"> (i) construction materials must be obtained from licensed providers, (ii) if contractor wishes to open quarries or extract material from river bed (rather than purchasing these materials from other providers), then the contractor must obtain licenses for extraction, (iii) if contractor wishes to operate own asphalt or concrete plant (rather than purchasing these materials from other providers), then the contractor must obtain an environmental permit with an established ceiling of pollutant concentrations in emissions and technical report on inventory of atmospheric air pollution stationary source agreed with Ministry of Environment and Natural Resources Protection. (iv) Permanent placement of the inert material (cut ground and sedimentary soil) generated in the course of earth works in a selected location must be approved by local (Akhmeta municipal) governing bodies in written; (v) Construction waste must be disposed on the nearest municipal landfill in accordance with written mutual agreement. <p>Copies of extraction licenses (if applicable), permits for operating asphalt/concrete plants and technical report on inventory of atmospheric air pollution stationary source agreed with Ministry of Environment and Natural Resources Protection (if applicable) and waste disposal permits will be attached to this EMP once the contractor is selected and mobilized to the works site.</p> <p>GOST and SNIP norms must be adhered.</p> |
| PUBLIC CONSULTATION | |
| <p>When / where the public consultation process will take /took place</p> | <p>The site-specific EMP prepared for the SP was discussed with beneficiary community prior to the commencement of works at the</p> |

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| | meeting held in the office of territorial authority in village Pshaveli, on January 21, 2015. Minutes of the public hearings is attached to this EMP. |
| ATTACHMENTS | |
| Attachment 1: Location map of Pshavi-Abano-Omallo road Attachment 2: Project site location plan in coordinates Attachment 3: Photos Attachment 4: Record on public consultation meeting | |

PART B: SAFEGUARDS INFORMATION

| ENVIRONMENTAL /SOCIAL SCREENING | | | |
|--|--|--|----------------------------|
| | Activity/Issue | Status | Triggered Actions |
| Will the site activity include/involve any of the following? | A. Road rehabilitation | <input checked="" type="checkbox"/> Yes [] No | See Section A below |
| | B. New construction | [] Yes <input checked="" type="checkbox"/> No | See Section A below |
| | C. Individual wastewater treatment system | [] Yes <input checked="" type="checkbox"/> No | See Section B below |
| | D. Historic building(s) and districts | [] Yes <input checked="" type="checkbox"/> No | See Section C below |
| | E. Acquisition of land ¹ | [] Yes <input checked="" type="checkbox"/> No | See Section D below |
| | F. Hazardous or toxic materials ² | [] Yes <input checked="" type="checkbox"/> No | See Section E below |
| | G. Impacts on forests and/or protected areas | [] Yes <input checked="" type="checkbox"/> No | See Section F below |
| | H. Handling / management of medical waste | [] Yes <input checked="" type="checkbox"/> No | See Section G below |
| | I. Traffic and Pedestrian Safety | <input checked="" type="checkbox"/> Yes [] No | See Section H below |

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

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

PART C: MITIGATION MEASURES

| ACTIVITY | PARAMETER | MITIGATION MEASURES CHECKLIST |
|---|-------------------------|--|
| O. General Conditions | Notification and 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) Demolition debris shall be kept in controlled area and sprayed with water mist to reduce debris dust (b) During pneumatic drilling dust shall be suppressed by ongoing water spraying and/or installing dust screen enclosures at site (c) The surrounding environment (sidewalks, roads) shall be kept free of debris to minimize dust (d) There will be no open burning of construction / waste material at the site (e) There will be no excessive idling of construction vehicles at sites (f) While transporting construction materials/waste should be confined and sprayed to reduce dust. |
| | 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 (c) The machinery should move only along the preliminarily agreed route; (d) The maximum allowed speed should be restricted; (e) Proper technical control and maintenance practices of the machinery should be applied; (f) No-load operations of the vehicles and heavy machinery are not allowed. Proper mufflers will be used on machinery. |
| | Water Quality | <ul style="list-style-type: none"> (a) Contractor will be required to organize and cover material storage areas. The material storage sites should be protected from washing out during heavy rain falls and flooding through covering by impermeable materials. Appropriate erosion and sediment control measures will be established such as e.g. hay bales and / or silt fences to prevent sediment from moving off site and causing excessive turbidity in nearby streams and rivers; (b) Contractor will plan all excavations, topsoil and subsoil storage so as to reduce to a minimum any runoff; (c) 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 minimised. Daily plant checks (Vehicle Maintenance Procedure) will be undertaken to ensure no leaks or other problems are apparent. Vehicle maintenance, cleaning, degreasing etc. will be undertaken in designated areas, of hard-standing, not over made ground. Maintenance points will not be located within 50m of any watercourse; |

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| | | <p>(d) Lubricants, fuel and solvents should be stored and used for servicing machinery exclusively in the designated sites, with adequate lining of the ground and confinement of possible operation and emergency spills. Spill containment materials (sorbents, sand, sawing, chips etc.) should be available on construction site;</p> <p>(e) Wet cement and/or concrete will not be allowed to enter any watercourse, pond or ditch.</p> |
| | Waste management | <p>(a) Waste collection and disposal pathways and sites will be identified for all major waste types expected from demolition and construction activities.</p> <p>(b) Inert 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) The records of waste disposal will be maintained as proof for proper management as designed.</p> <p>(d) Whenever feasible the contractor will reuse and recycle appropriate and viable materials (except asbestos)</p> |
| | Material supply | <p>a) Use inert material borrow pits that have appropriate official approval or valid operating license.</p> <p>b) Obtain licenses for any new inert material borrowing areas if their operation is required;</p> <p>c) Reinstate used sections of borrowing areas as extraction proceeds on or properly close them if extraction completed and license expired;</p> <p>d) Haul materials in off peak traffic hours;</p> |
| H Traffic and Pedestrian Safety | Direct or indirect hazards to public traffic and pedestrians by construction activities | <p>(a) In compliance with national regulations the contractor will ensure that the construction site is properly secured and construction related traffic regulated. This includes but is not limited to:</p> <ul style="list-style-type: none"> ▪ Signposting, warning signs, barriers and traffic diversions: site will be clearly visible and the public warned of all potential hazards ▪ Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes. ▪ Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement ▪ Active traffic management by trained and visible staff at the site, if required for safe and convenient passage for the public. ▪ Ensuring safe and continuous access to office facilities, shops and residences during renovation activities, if the buildings stay open for the public. ▪ To arrange speed bumps to reduce vehicle speed and appropriate signs (road narrows/mind pedestrians) in agreement with local traffic police. |

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 |
| Transportation of construction materials and waste Movement of construction machinery | Technical condition of vehicles and machinery; Confinement and protection of truck loads with lining; | Construction site | Inspection | Unannounced inspections during work hours and beyond | Limit pollution of soil and air from emissions; Minimize traffic disruption. | MDF, Construction supervisor, Traffic Police |
| Earthworks | Excess topsoil generated from soil excavation is temporarily stored in the predesignated and approved area Backfilling and/or disposal of the excavated soil in the officially agreed area | Construction site | Inspection | In course of excavation works | Limit pollution of the project site and its adjacent area from construction waste Avoiding loss or damage to the | MDF, Construction supervisor |

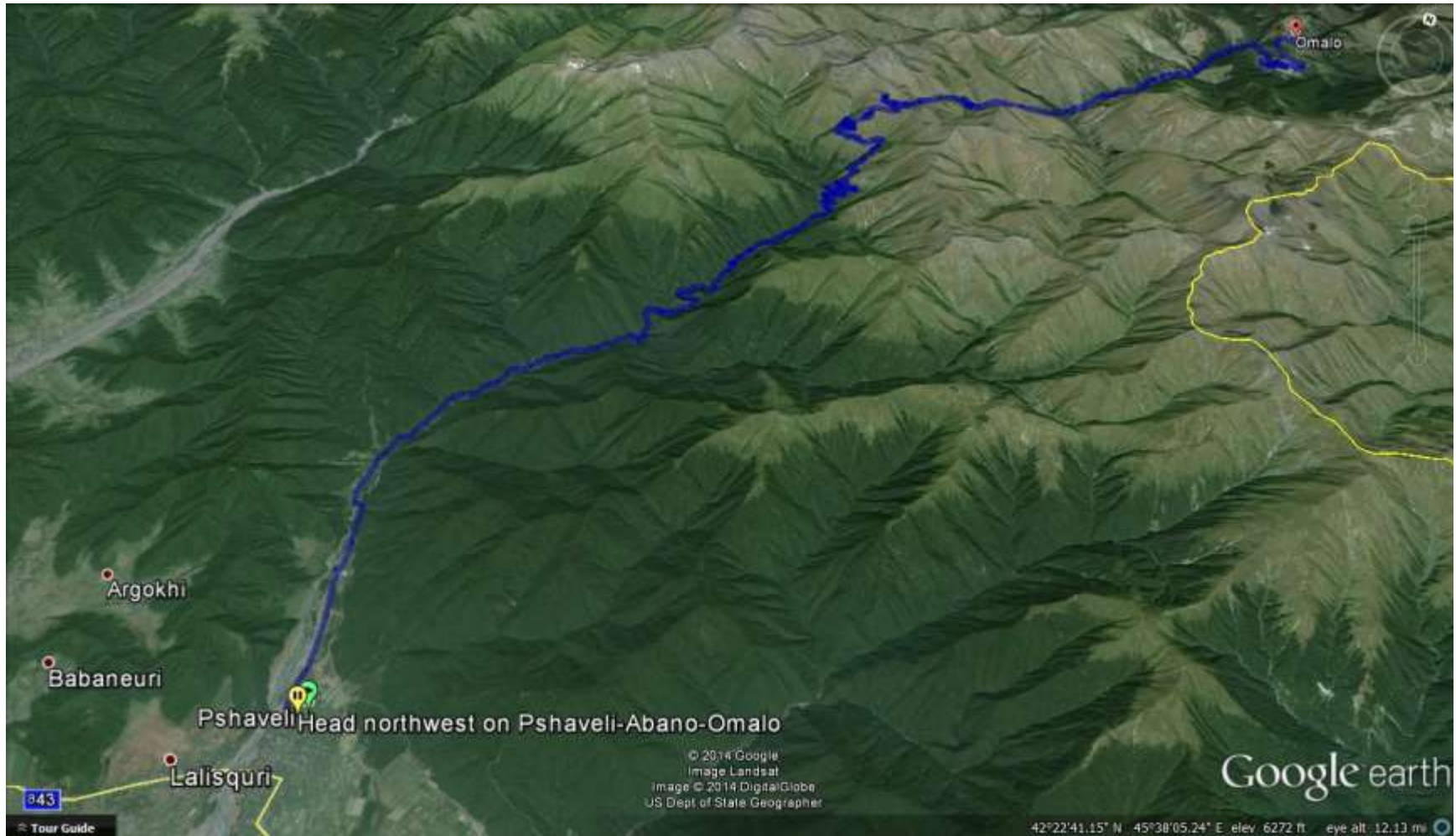
| | | | | | | |
|----------------------------|--|-----------------|---|--------------------------------------|--|------------------------------|
| | Works taken on hold if chance find encountered and communication made to the Ministry of Culture and Monument Protection and resuming activities only following receipt of the written approval from the Ministry | | | | physical and cultural resources | |
| Sourcing of inert material | <p>Purchase of material from the existing suppliers if feasible;</p> <p>Obtaining of extraction license by the works contractor and strict compliance with the license conditions;</p> <p>Terracing of the borrow area, backfilling to the exploited areas of the borrow site, and landscape harmonization;</p> <p>Excavation of river gravel and sand from outside of the water stream, arrangement of protective barriers of gravel between excavation area and the water stream, and no entry of machinery into the water stream.</p> | Borrowing areas | <p>Inspection of documents</p> <p>Inspection of works</p> | In the course of material extraction | <p>Limiting erosion of slopes and degradation of ecosystems and landscapes;</p> <p>Limiting erosion of river banks, water pollution with suspended particles and disruption of aquatic life.</p> | MDF, Construction supervisor |

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|----------------------------------|---|---|------------|--|---|--|
| Generation of construction waste | Temporary storage of construction waste in especially 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 | Development of the traffic management plan and its appropriate implementation (installation of traffic disruption road signs during road work implementation, traffic control by flagman) 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; | MDF, Construction supervisor, Traffic Police |
| Workers' health and safety | Provision of uniforms and safety gear to workers; Informing of workers and personnel on the personal safety rules and instructions for operating machinery/equipment, and strict compliance with these rules/instructions | Construction site | Inspection | Unannounced inspections in the course of work | Limit occurrence of on-the-job accidents and emergencies | MDF, Construction supervisor |

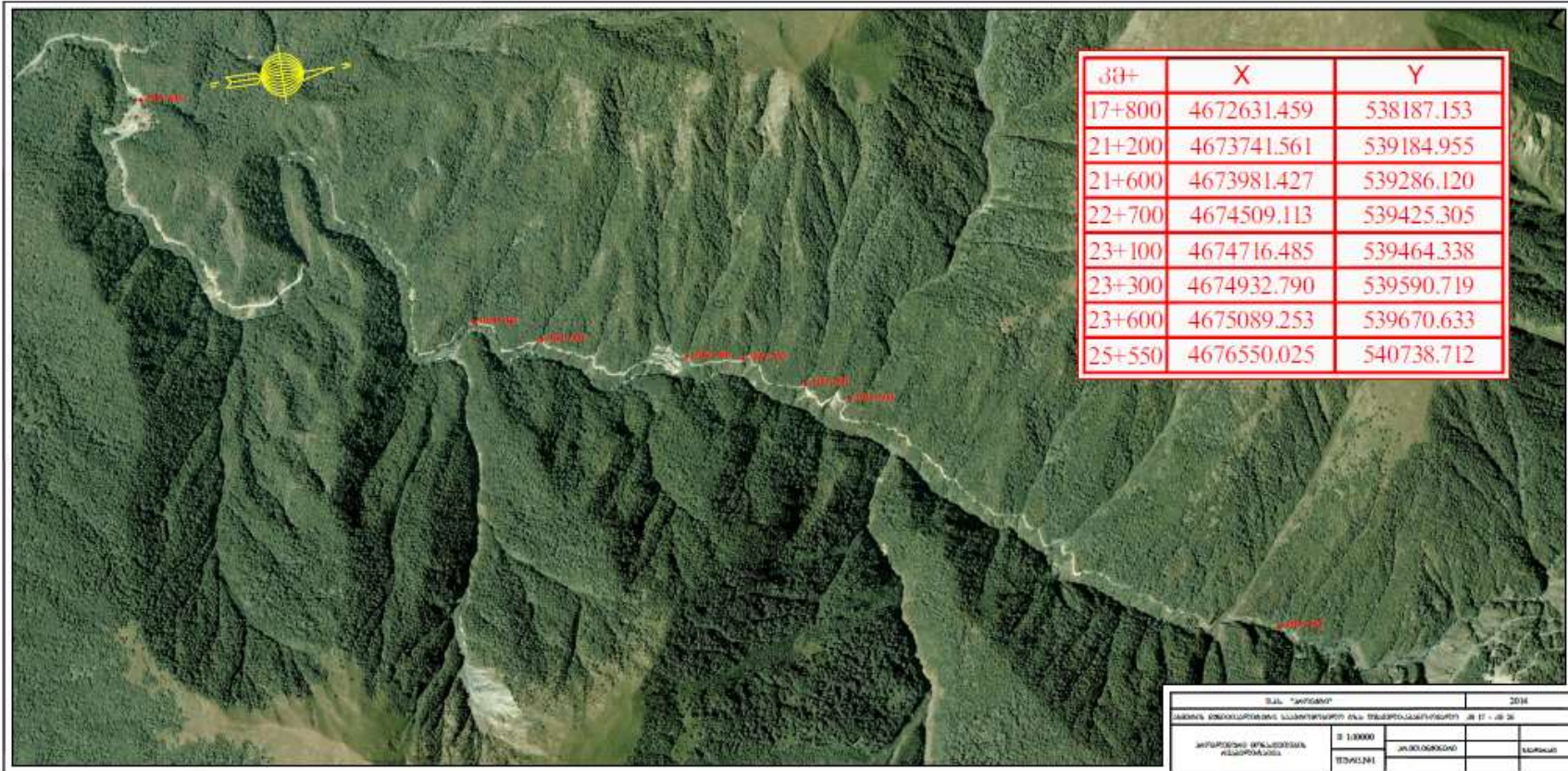
OPERATION PHASE

| | | | | | | |
|-----------------------------------|---|---------------------------------|------------|--------------------------|--|------------------|
| Maintenance of rehabilitated road | Maintenance of road signage for traffic safety; | Rehabilitated sections of roads | Inspection | During maintenance works | Prevent road accidents and disruption of traffic | Roads Department |
|-----------------------------------|---|---------------------------------|------------|--------------------------|--|------------------|

Arrachment 1 Location of Pshaveli-Abano-Omalo Road



Attachment 2. Road plan with stationing of problematic sections



Attachment 3- Photomaterial





Attachment 4: Record on public consultation meeting

January 21, 2015

Village Pshaveli, Telavi municipality, Georgia

Minutes of public hearing meeting

Regional Development Project

Public Hearings on Natural and Social Environmental Management Plan for the SP Safety Measure of Tusheti Motor road (Pshaveli-Abano-Omallo)

At the office of territorial authority in village Pshaveli was held public hearing of EMP prepared for Pshaveli-Abano-Omallo motor road safety measures SP on January 21, 2015. Aim of the meeting was to provide information to local population regarding scheduled works, expected negative impact on natural and social environment within the scope of sub-projects and ways of prevention.

Meeting was attended by Telavi Municipality board representatives:

Bela Usarauli – Village Pshaveli governor representative, Giorgi Ninishvili, Besik CHavelashvili. Davit Bachashvili – Head of Telavi municipality infrastructure unit. NGO representatives L. Shoren Turashvili (community center Aisi) Ketevan Jikashvili (Community center AISI)

Representatives of local population :

Ema Abulashvili, Tamar Nakhshishvili, Tamar Khmidashvili, Mariam Khutsishvili, Giorgi Kizikishvili, Girogi Nabelashvili, Zurab Otiuridze, Omar Iekishvili, Lela Antonishvili;

Civil works contractor representative: Tariel Lachashvili

Supervision company STEGET site manager : Girogi Kupatadze

MDF representatives:

Nino Patarashvili- Environmental safety specialist ;

Tamar Kardava – Specialist of communication with the beneficiaries;

Juga Sokharulidze – Program Coordinator

N. Patarashvili presented natural and social environmental management plan. She introduced social and natural screening procedures and requirements, scheduled works within the scope of subproject, expected social and environmental impacts and the measures of prevention and mitigation. She mentioned that IMP is an integral part of the contract drawn up with civil works contractor and contractor is obliged to fulfill all scheduled works. N. Patarashvili provided contact persons information who will be contacted by local population in case of social and environmental complaints.

After completion of the presentation population was able to expressed their opinion and/or ask questions regarding presented issues. Following questions were asked by participants

| <i>Questions and notes</i> | <i>Answers and comments</i> |
|--|--|
| Will local population be hired on works? | Contractor representative explained that specialist of the company with technical skills and qualification will be hired on civil works, as for other manpower company will hire local population with great pleasure. |

By the end of the meeting local population representatives expressed positive attitude towards project implementation, they hope for timely completion of roads rehabilitation .

Photo material of the meeting and copy of registration is attached below.

Minutes are prepared by MDF environmental safety specialist Nino Patarashvili.

21 January, 2015.

Photos:



List of participants:

რეგიონული განვითარების პროექტი

თუშეთის (ფშაველი-აბანო-ომალო) საავტომობილო გზის უსაფრთხოების ღონისძიებების ქვე-პროექტის

გარემოს დაცვის მართვის გეგმის საჯარო განხილვა

21 იანვარი 2015 წელი

შეხვედრაზე დამსწრეთა რეგისტრაციის ფურცელი

| | სახელი, გვარი | ორგანიზაცია | საკონტაქტო ინფორმაცია | ხელმოწერა |
|----|-------------------|---------------------|-----------------------|-----------|
| 1. | ქმა აბუაშვილი | | 557-17-69-81 | |
| 2. | თამარ მხომიჯვა | | 558 951671 | |
| 3. | თამარ ხმაიაშვილი | | 571 51 62 63 | |
| 4. | მამია ხუციშვილი | | 568-91-07-20 | |
| 5. | გიორგი ნინოჭიკოი | თუშეთის სამხრეთი | 577-22-20-18 | |
| 6. | გიორგი ჭიჭუაშვილი | | 598455804 | |
| 7. | მისი რედაქტორი | თუშეთის სამხრეთი | 555-19-89-82 | |

| | | | | |
|-----|------------------------|---------------|--------------|------------------|
| 8. | Համայնքի Երկրագործական | | 599-95-05-64 | Երկրագործական |
| 9. | Երկրագործական | | 599-85-77-50 | Երկրագործական |
| 10. | Մեծ Երկրագործական | Երկրագործական | 593-32-48-46 | Մ. Երկրագործական |
| 11. | Երկրագործական | Երկրագործական | 595526685 | Երկրագործական |
| 12. | Երկրագործական | Երկրագործական | 591 11 71 21 | Երկրագործական |
| 13. | Երկրագործական | Երկրագործական | 593 27 75 29 | Երկրագործական |
| 14. | Երկրագործական | | 593 35-75-63 | Երկրագործական |
| 15. | Երկրագործական | Երկրագործական | 592 63 33 88 | Երկրագործական |
| 16. | Երկրագործական | Երկրագործական | 593-85-7751 | Երկրագործական |
| 17. | Երկրագործական | Երկրագործական | 597 112-118 | Երկրագործական |

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| 18. | Ժողովրդական իրավունքներ | Կայան Կրկին Մանկ | 557 80 11 43. | Գ. Երևան |
| 19. | | | | |
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