

**L3063-GEO: Sustainable Urban Transport Investment Program – Tranche 3
Comments by the CRP on the proposed solution and specific measures
to be included in the Remedial Action Plan**

	CRP comment	Response
A.	<p>Proposed Solution: The CRP is in agreement with the proposed solution (i.e., tunnel cum two noise walls cum speed restrictions to 80 km/hour) outlined in para. 8 of the attached Management memorandum provided that adequate consultations have been conducted with the affected people on (i) the noise mitigation study; (ii) the vibration study; and (iii) on the mitigation measures chosen. The RAP specifies that consultations need to be conducted and that records on consultations be reviewed by ADB and MDF and shared with CRP for comments (i.e., Action items 5.2 and 5.3). As the CRP has not received these records, the CRP does not have evidence on the consultations conducted and thus requests, that the records on consultations on action items 1.3, 2.3, and 4.3 be submitted to the CRP for review and comments.</p>	<p>Thank you.</p> <p>Both ADB and MDF held extensive consultations as per the plan with the communities and the civil societies. The consultations report was circulated to CRP on 18 December 2017. Detailed records of individual consultations are available in Georgian with MDF and will be provided before the end of February 2018. In addition, the records are being digitized by MDF and a link to view these will be shared with CRP once ready.</p>
B.	<p>Actions to be specified as Part of the Action Plan. The CRP will conduct its monitoring based on the Board approved RAP, complemented by the proposed solution. The CRP is of the view that specific measures outlined below need to be incorporated into the remedial action plan.</p> <p>They are follow-up measures which result from the studies and the solution selected. Generic provisions for such measures have already been provided for in the approved RAP. They thus do not constitute incremental measures.</p>	<p>Noted.</p>
	<p>(i) Action program for noise mitigation during construction. The CRP in its comments and compliance review report has emphasized the need for a noise mitigation program during construction as most residential buildings are in the immediate vicinity of the construction site. The CRP submitted its mitigation proposals as part of the review of the noise impact studies. Working hours should be restricted from Monday until Friday with work conducted only between 7 am – 7 pm. In addition, temporary noise barriers should be established in construction areas located near residential buildings. Noise mitigation measures adopted during construction need to be specified as part of action item 2.5 of the RAP.</p>	<p>Temporary noise barriers as recommended in the report will be installed during construction in areas located near residential buildings.</p> <p>Working hours specified in the contract will be updated in accordance with CRP recommendation.</p>
	<p>(ii) Noise monitoring program. The CRP is of the view that a noise monitoring program needs to be implemented to assess whether the noise mitigation measures presented in the proposed solution (i.e., tunnel cum noise barriers cum speed restrictions), is</p>	<p>Proposal is accepted and noise monitoring program will be implemented.</p>

<p>effective in achieving the required noise standards. This view was expressed in the CRP comments submitted on 21 June 2017 which stated that the efficacy of the selected noise abatement option be monitored through a regular monitoring program for at least 2 to 3 years (with one set of sampling once a year), and if necessary, suitable additional/strengthening of the noise abatement measures.</p> <p>Preparation of a noise monitoring program, implemented during operations, needs to be incorporated into action item 2.5 of the RAP.</p>	
<p>(iii) Support program for vision impaired people during construction. The residential buildings affected by the proposed road have a total of 146 vulnerable households, including 75 households with vision impaired people. These people have been consulted in accordance with provisions of the RAP. The Management memorandum summarizes the consultations (paras.11-16) but does not propose actions on how vision impaired people can be supported during the construction period, when they will be heavily impacted by noise and vibration. Action item 3.6 of the RAP calls for the implementation of mitigation measures for vulnerable people during road construction and operation.</p> <p>The need for a social assistance program for vision impaired people during the construction period has been highlighted in the compliance review report (para. 56) and in the comments submitted by the CRP on 21 June 2017. The CRP requests that a program of mitigation measures for vision impaired people during construction, which incorporates adequate social assistance services to vision impaired people who are likely to lose their orientation during period of heavy noise and vibrations, be submitted to the CRP for review and comments, and subsequently implemented.</p> <p>Social service assistance measures should then be incorporated into action item 3.6 of the RAP.</p>	<p>Specific requests made by the vulnerable groups and others, including improved road safety in Ponichala including speed cameras, more traffic lights with sound signals, more functional underpasses, paved sidewalks and access roads, improved drainage, bus stops and public transports geared for the visually impaired and disabled, recreational area and parks in Ponichala, and noise barriers on the new road, will be implemented by the project.</p> <p>The vulnerable group will be supported with continued social monitoring and assistance during construction which will be led and coordinated by the MDF Communications Specialist. Under the program, the affected persons, particularly the vulnerable groups will be visited regularly. Specific additional measures to alleviate difficulties reported by residents will be identified and reported as part of project monitoring.</p>
<p>(iv) Issues raised during consultations with vulnerable people. Para. 17 of attached memorandum presents specific requests raised by people during consultations to improve road safety and access. They have also requested for suitable public transport system. Management should consult with MDF which of these specific requests should be incorporated into the design of the road project and specify the safety measures as well as access and public transport improvement measures adopted as</p>	<p>All of these specific requests will be addressed and incorporated into the project.</p>

	part of the measures under action item 3.6 of the RAP.	
	<p>(v) Removal and securing of loose building parts prior to construction. The RAP specifies that loose parts from buildings need to be removed to avoid injuries from parts falling during the construction (action item 2.7). The Management memorandum does not refer to this requirement. The requirement of contractors to remove loose parts from residential buildings and to undertake additional precautionary measures to avoid people being hurt by falling building pieces need to be incorporated into the contracts. Residential buildings are badly damaged by corrosion which over time leads to a decomposition of construction elements (see para. 40 of Compliance Review Report.). There is a possibility that semi-detached building parts come loose during the construction period. Para. 41 of the compliance review report thus states: "The danger of people being hurt can be averted by: (i) removing all loose parts outside of the building; (ii) fixing loose parts; (iii) repairing or changing problematic substructures; (iv) propping up problematic substructures; (v) barricading dangerous areas; (vi) removing problematic stores on the top of the building or the entire building, and (vi) communicating to the inhabitants of the building the dangers."</p> <p>ADB needs to do its due diligence to assure that appropriate removal of loose parts is adequately performed prior to construction. Possible injuries or fatalities which could occur during the construction period, pose a significant reputational risk to the ADB even if the cause of the harm would be the poor condition of the buildings and not the construction work. The CRP is of the view that utmost attention must be given to precautionary measures and adequate provisions have to be made in the contracts.</p>	<p>Due diligence of the existing consolidations will be conducted to assure that appropriate removal of loose parts is adequately performed prior to construction. This is in addition to reinforcement program of the voluntary additions (annexures).</p> <p>Proper signs and safety measures will be implemented by the contractor during the repairing process.</p>
	<p>(vi) Reinforcement of the annexes. The Management memorandum (para. 9) lists the need to reinforce annexes to prevent collapses during construction. Adequate securing of all annexes prior to construction work is included in action item 2.8 of the RAP. Residents have constructed numerous annexes to buildings, many of them large, in which residents live. Annexes have not been built in accordance with building standards and many of them are unstable. Possible collapses of these annexes during construction – even if not caused by vibration – could lead to injuries or fatalities and thus pose a reputational risk for ADB. The CRP is of the view that utmost attention has to be given to appropriately secure these annexes prior to construction.</p>	<p>Vibration studies, based on the actual measurements of the natural frequencies of the core and the voluntary additions (annexes) of the buildings conclude that they are within approved limits for residential buildings. All annexures will be strengthened before start of road construction.</p> <p>Project will ensure engineering options are adopted to adequately secure the smaller and larger annexes based on the specific conditions of each building prior to the construction.</p>

	<p>The Management memorandum refers to the engineering design laid out in the original study as the appropriate approach to secure annexes. The CRP is of the view that the engineering options laid out in the Initial Environmental Examination (IEE Volume 2) are adequate to secure the small annexes (such as balconies), but not the large annexes to the buildings where people reside. More comprehensive measures to secure these need to be incorporated in the contract of the construction contractor.</p>	
	<p>(vii) Monitoring of vibration impacts. The RAP (action item 2.6) states the requirement to monitor vibration impacts. The need to monitor vibration impacts is also recognized in the Management memorandum (para. 10). The CRP welcomes that vibration impacts will be monitored in all buildings concerned with participation of the residents. The CRP wishes to recall that, in addition to the monitoring approach laid out in para. 10 of the memorandum, the provisions stated in action item 2.6 of the RAP need to be incorporated into the contract.</p>	<p>The suggestions will be incorporated into the monitoring program and in the contract.</p>
	<p>(viii) River Ecological Impacts – Environmental Management Plan. The Management memorandum notes that the Mtkvari River is considered a natural habitat and to meet the requirements of ADB Safeguard Policy Statement, a site specific EMP needs to be prepared. Moreover, habitat restoration will be undertaken along the river banks. The CRP welcomes these provisions but notes that in the actions proposed (para. 22) Management only commits to the monitoring of these measures. The CRP requests that the draft site specific EMP be submitted to ADB and the CRP for review and comments and requests that this measure be included as a measure under action item 4.4 of the RAP.</p>	<p>The report concludes that impacts from the Project on the Mtkvari river ecosystem will be very minor. The site specific EMP will be updated to include a program for habitat restoration along the river banks to create additional riparian areas with connection to adjacent park lands. The updated EMP will be submitted for CRP's review as requested.</p>
	<p>(ix) Environmental categorization. The Management memorandum states (para. 23) that the "environmental impacts of the Project are confirmed as being within the footprint of the project, foreseeable, mitigable and reversible. Therefore, the environmental categorization of the project is not affected." Based on the environmental studies conducted, the CRP is of the view, that the Project will have significant environmental impacts and that some of these impacts will be irreversible. For example, the impacts on the hydrological and ecological environment of international rivers and the cutting of trees under the red list relating to biodiversity conservation, as well as the noise and vibration impacts to many vision impaired people (i.e., 75 individuals).</p>	<p>In the proposed remedial action plan, June 2017, management agreed to determine the project categorization after completion of additional studies recommended by CRP. In the case of noise impacts, the new studies showed that it was also possible to meet the WHO standards cited in the WB EHS guidelines. The vibration study performed on the 10 buildings and their annexes showed that the impacts will be lower than the thresholds assigned by the UNI 9916 / ISO, and the expected level of vibrations caused by the new road construction will not result in any danger or damages to the considered buildings or the annexes. Noise and</p>

	<p>Therefore, the CRP considers it necessary to upgrade the environmental category of the Project from B to A to strengthen the enforcement and monitoring of implementation of final solutions in order to ensure the effectiveness of proposed remedial measures and solutions.</p>	<p>vibration are within the international standards, which do not provide different standards for visually impaired people. The study of the river ecology concluded that the impact of the Project, as designed, on the river ecosystem was very minor and insignificant. The trees which will be cut are planted trees and not a part of a natural habitat. They will be removed after obtaining the permits both from Ministry of Environment (for red list trees) and Tbilisi Municipality (trees within municipality). Replanting program in IEE will mitigate the impact. The identified impacts will be managed through a customized site specific EMP and monitored semi-annually as originally envisaged in the IEE. Furthermore, CRP will undertake additional monitoring of all measures specified in the RAP. ADB therefore does not consider it justified or useful to recategorize the project.</p>
	<p>(x) Semi-annual Progress Reports. The CRP recalls that para. 6 of the RAP requires ADB Management to submit semi-annual progress reports to the CRP, "which will detail, for each item of the RAP, the latest status of the actions taken, in progress or to be taken, referencing the scheduled dates (including any updates) specified in the Action Plan." The Management Memorandum (para. 25) does not list this requirement.</p>	<p>Noted and will be reported accordingly.</p>
	<p>(xi) Consultations. The Memorandum describes the consultations conducted on the noise, vibration and ecological impact studies and the proposed solution (paras. 18-20). The CRP notes that the RAP (action item 5.3) requires that records on the consultation need to be reviewed by ADB and MDF and shared with the CRP for comments. The CRP has not received these records and thus request receipt of these consultation records. The CRP has received the report on consultations with vulnerable people and appreciates the extensive efforts made in the consultations with vulnerable people.</p>	<p>A comprehensive consultation process was implemented by the project. The consultations report was circulated to CRP on 18 December 2017. Detailed records of individual consultations are available in Georgian with MDF and will be provided before the end of February 2018. In addition, the records are being digitized by MDF and a link to view these will be shared with CRP once ready.</p>