

## Environmental and Social Data Sheet

### Overview

Project Name: GEORGIA TRANSPORT CONNECTIVITY  
Project Number: 2016-0404  
Country: Georgia  
Project Description:

The project consists of a Framework Loan (FL) to support new construction and rehabilitation of approximately 250 km of priority primary and secondary roads on the Georgian road network. The Bank has defined a list of ten potential road projects (schemes) to be financed with other International Financial Institutions (IFIs). All schemes are either located directly on the East West Highway (EWH) or on roads which connect to the EWH.

A TA component within the FL will include financing for further preparatory designs and studies, project management support and road safety elements in Georgia.

EIA required: Yes

Project included in Carbon Footprint Exercise<sup>1</sup>: TBD

(Details for projects included are provided in section: "EIB Carbon Footprint Exercise")

### Environmental and Social Assessment

**Environmental assessment.** The project involves both Greenfield and Brownfield construction along the primary and secondary road networks in Georgia.

Compliance of each scheme with the principles of Annex I and Annex II of the EU EIA Directive 2011/92/EU and EIB Environmental and Social Guidelines would be sought along with compliance with the Georgian legislation. Projects under schemes which would fall under Annex I and those screened in from Annex II would require an EIA prior to first disbursement.

The promoter (RD) has had good experience in this sector with IFIs and the Bank.

The Bank will include in the finance contracts CPs as necessary to require the provision of the environmental permit, building permit, EIA, LARP and EMP for each project depending on the impact.

Although a SEA was not required the project will support the Georgian government in implementing their 2017-2020 upgrade/construction programme of priority roads throughout the country. The objective of the report is to promote sustainable road infrastructure development, providing efficient transportation, enhancing cross border/regional connectivity and ensuring short and long-term benefits for all road users.

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<sup>1</sup> Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO<sub>2</sub>e/year absolute (gross) or 20,000 tons CO<sub>2</sub>e/year relative (net) – both increases and savings.

Luxembourg, 22<sup>nd</sup> November 2016

Although not in the EU, compliance with the principles of the Habitats Directive (92/43/EEC) and the Birds Directive (70/409/EEC) will be checked during the appraisal of the individual schemes. The Competent Authorities will be required to confirm whether the project will have any impact on Special Conservation or Natura 2000 Areas. Signed Declarations will be required for submission to the Bank for disbursement against the scheme.

Archaeological Heritage will be also examined in the EIA and other scoping documentation. Most of the protected species of flora and fauna occur in the mountainous areas where some schemes are located. These will receive special attention during the implementation of the Environmental Monitoring Plan (EMP) which is to be prepared by the Promoter /Contractor.

The programme is expected to have positive impacts for the environment along the existing highway and national roads. Communities adjacent to the routes will benefit from improved safety as well as reduced noise, vibration and local pollution. It is expected that adequate mitigation measures will be identified in consultation with relevant stakeholders to help reduce any negative impacts and then included in the final designs. Estimated annual emissions will be determined for each scheme and reported on in subsequent appraisal reports.

#### **Social Assessment, where applicable**

This will be assessed for each scheme and compliance with EIB Social Guidelines will be sought.

#### **Public Consultation and Stakeholder Engagement**

Consultation will be undertaken for schemes which require an EIA and or where deemed necessary under Georgian legislation.

#### **Other Environmental and Social Aspects**

A detailed EMP is usually prepared in the ESIA where this is required. This is usually adopted by the contractor. Monitoring requirements will be determined during appraisal for each scheme.

### **Conclusions and Recommendations**

Some of the Schemes will require a full analysis of both Environmental and Social issues at appraisal stage in keeping with the EIB Environmental and Social guidelines. In addition compliance with the principles of the Road Infrastructure Safety Management Directive (2008/96/EC) and the Tunnel Safety Directives (2004/54/EC) will be sought during the individual appraisals of the schemes included in the Framework Loan.