

Environmental and Social Data Sheet

Overview

Project Name:	Georgia Transport Connectivity II
Project Number:	2017-0159
Country:	Georgia
Project Description:	

Georgia Transport Connectivity II (GTC II) project consist of a Framework Loan for supporting the construction/upgrade (including road safety component) of key priority road sections in Georgia, enhancing Georgia global connectivity and local mobility. The framework loan will be a complementary platform to continue supporting Georgia in reaching its international connectivity and local mobility objectives, following EIB Georgia Transport Connectivity Framework Loan (GTC I).

EIA required: Yes

Project included in Carbon Footprint Exercise¹: 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 extended TEN-T network on East West Highways (E60 / E70) in Georgia.

Compliance of each sub-project 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 which would fall under Annex I and those screened in from Annex II would require an approved EIA prior to first disbursement.

The Bank will include in the finance contract and sub-project specific allocation letter conditions precedent as necessary to require the provision of the environmental permit, building permit, Environment and Social Impact Assessment (ESIA), Land Acquisition and Resettlement Plan (LARP) and Environment Management Plan (EMP) for each sub-project depending on the impact.

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 sub-projects. The Competent Authorities will be required to confirm whether the sub-project

¹ 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 CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

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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 sub-project.

Archaeological Heritage will be also examined in the ESIA 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 works foreseen by the Framework Loan are expected to have positive impacts on 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 included in the final designs. Estimated annual emissions will be determined for each sub-project and reported on in subsequent appraisal reports.

Environmental Legislation

The Competent Authority, Ministry of Environment Protection and Agriculture (MoEPA) will be required to issue an environmental decision stating whether in their opinion, the sub-projects under this Framework Loan will have an impact on the protected areas. The Bank will require that the Competent Authority provide signed declarations (Forms A/B) as a condition for disbursement against the sub-projects.

The Ministry of Economy and Sustainable Development (MoESD) is responsible for carrying out the review of technical documentation (including conclusion of independent experts) and issuing Permits on Construction for sub-projects, as well as for supervision over construction activities and for arranging Acceptance Commissioning after completion of construction.

The Roads Department of the Ministry of Regional Development and Infrastructure (RD) is responsible for the procurement of design and ESIA studies, as well as works for the construction and rehabilitation of roads and is responsible for ensuring compliance with the Georgian legislation and environmental and social requirements of the relevant donor organizations

The Ministry of Culture, Monument Protection and Sports will have responsibility for supervision of the construction activities in order to protect archaeological heritage

Environmental Impact

All environmental impact will be assessed for each sub-project and compliance with EIB Guidelines will be required

Social Assessment, where applicable

Social impact will be assessed for each sub-project and compliance with EIB Social Guidelines will be required.

Public Consultation and Stakeholder Engagement

Consultation will be undertaken by the Promoter for individual sub-projects identified under this Framework Loan as per the requirement of ESIA.

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 sub-project.

Conclusions and Recommendations

Some of the sub-projects 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 required during the individual appraisals of the schemes included in the Framework Loan

Prior to disbursement against GTC II Framework Loan, the disbursement conditions and undertakings will need to have been met. If the first disbursement is for allocation of sub-projects, then following conditions to be fulfilled:

- a copy of the approved land acquisition and resettlement plan ("LARP") for the section of the Project being funded by the Tranche proposed to be disbursed;
- for each individual section of the program for which any competent authority requires an environmental impact assessment ("EIA"), copies of the non-technical summary, the environmental impact study, the evidence of the public consultation and a copy of the relevant part of the final development permit demonstrating the incorporation of the EIA, its mitigation measures and the public consultation;
- a copy of any environmental or building permits required in connection with the Project or requested by the Bank;
- final version of a Stakeholder Engagement Plan (SEP) to the satisfaction of the Bank;
- from the PIU, a Form A or Form B or equivalent written confirmation from the competent authority confirming that the Project complies with the Habitats Directive;
- evidence that the Borrower has adequate financing to implement the Project, including (without limitation) all funds necessary to acquire any land required for the implementation of the Project;
- Confirmation that at least 50% of the land is available to contractor as per the approved LARP for the relevant sub-project (s);
- Confirmation that the PIU and supervision teams includes environmental and social experts.

Undertakings

- Ensure that a third party evaluation of the RAP (s) implementation will be undertaken at the start, mid-term and end of implementation;