

ENVIRONMENTAL MONITORING REPORT

Semi-Annual Report: July–December 2023

January, 2024

REPUBLIC OF ARMENIA: CONSTRUCTION OF NORTH-SOUTH ROAD CORRIDOR (TRANCHE 4)

(Financed by the Eurasian Fund for Sustainable Development)

Prepared by the “Road Department” Fund of the Ministry of Territorial Administration
and Infrastructure of the Republic of Armenia for the EFSD

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ABBREVIATIONS

ADB	Asian Development Bank
AP	Affected Person
CEMP	Contractor`s Environmental Management Plan
COVID-19	Coronavirus Disease
EFSD	Eurasian Fund for Stabilization and Development
EIA	Environment Impact Assessment
EMP	Environmental Management Plan
GRM	Grievance Redress Mechanism
GRG	Grievance Review Group
IEE	Initial Environmental Examination
LARP	Land Acquisition and Resettlement Plan
MTAI	Ministry of Territorial Administration and Infrastructure
MoE	Ministry of Environment
OHS	Occupational health and safety
RD	“Road Department” Fund
SAEMR	Semi-Annual Environmental Monitoring Report
SSEMP	Site-Specific Environmental Management Plan

I. INTRODUCTION

1.1. Preamble

1. This is the third Semi-Annual Environmental Monitoring Report (SAEMR) for Construction of North-South Road Corridor (Tranche 4) Project (N 3).

1.2. Headline Information

2. This SAEMR for Construction of North-South Road Corridor (Tranche 4) Project covers reporting period from July to December 2023. The report describes the status of project implementation, activities carried out by the RD with regard to environmental safeguard issues. The civil works did not start yet. Construction site mobilization activities were launched by the end of the reporting period.

II. PROJECT DESCRIPTION AND CURRENT ACTIVITIES

2.1. Project Description

3. The "North-South Road Corridor Investment Program" is a major investment project operating on the territory of Armenia, which aims to reconstruct a 550 km highway along the entire territory of the country, connecting China, Central Asia, India and Iran with Georgia, the Russian Federation and Europe, implemented in accordance with high international standards. Crossing the territory of Armenia from south to north (Meghri-Kapan-Goris-Yerevan-Ashtarak-Gyumri-Bavra), the transport corridor adjoins the Georgian road from the south, which continues towards the ports of Poti and Batumi (on the Black Sea) and further to Russia, countries of the CIS and the European Union. The complex project "Construction of the North-South Road Corridor" is one of the priorities for the development of the road transport network of the Republic of Armenia, and, in fact, is the reconstruction of the historical "Silk Road". The North-South Road Corridor is also part of the AH 82 international road linking the Central Asian countries such as Kazakhstan, Kyrgyzstan, Tajikistan, Turkmenistan and Uzbekistan. The integrated project will improve Europe-Caucasus-Asia communication at the point where Western Asia joins Eastern Europe.

4. Financing of the investment program of the transport corridor is carried out on the basis of a framework agreement on financing signed on September 15, 2009 between the Government of Armenia and the Asian Development Bank. At the moment, the reconstruction and construction of the transport corridor is financed with the financial support of the Asian Development Bank, as well as co-financing from the European Investment Bank and the Eurasian Fund for Stabilization and Development. The implementation of the project is divided into separate stages (Tranches), within which separate loan agreements are concluded for each specific Tranche.

5. The donor of the project "Construction of the North-South Road Corridor (Tranch 4)" (section from the city of Agarak to the city of Kajaran with a length of at least 32 km) (hereinafter referred to as the Project) is the Eurasian Fund for Stabilization and Development represented by the manager - the Eurasian Development Bank (hereinafter referred to as the Manager). The agreement on the provision of an investment loan from the EFSD between the Republic

of Armenia and the Eurasian Development Bank was signed on April 14, 2015.

6. The Ministry of Territorial Administration and Infrastructure of Republic of Armenia is responsible for the overall management of the Project. "Road Department" FUND was appointed as the Project Implementation Unit (PIU) acting under the Agency Agreement signed with the Ministry of Territorial Administration and Infrastructure of Republic of Armenia.

7. The location of the project site under Tranche 4 is presented in *Figure 1* below.



Figure 1. Location of the Project site – 45 km Kajaran-Agarak road section - in country scale

8. In Tranche 4, the section Kajaran-Agarak (section of M2 road from km 328+600 to km 384+000) is the most South one going from Kajaran city to the Iranian Border.

9. The project consists of two Lots (Lot 1 and Lot 2) for a total length of about 45 km:

- Lot 1 includes about 21 km (5km+16km) road from Agarak to Vardanidzor and about 11 km road from Vardanidzor to tunnel exit

- Lot 2 includes about 7 km road from tunnel entrance to Kajaran and about 6 km of the tunnel and access roads.

10. The project works include asphalt-concrete pavement (as per proposed design), with design speed 100km/h, which consists of upgrading and widening existing 2-lane road (km379+000 – km384+000, about 5km) and construction of completely new 2 lane single carriageway with 14 bridges, 3 tunnels, 27 culverts.

11. Expected Project implementation outcomes are.

- Increase in throughput capacity and road safety in RA
- Creation of conditions for smooth movement of trucks and passenger cars
- Improving access to sales markets, reducing logistics costs
- Increase in the transit traffic across the territory of the RA, including toward destinations in EurAsEC countries
- Creation of good traffic conditions offered to residents of adjacent communities.

2.2. Project Contracts and Management

12. EFSD carries out periodic Project reviews, inspections of the Project throughout the Project cycle in conformity with the principles and requirements embodied in the ADBSPS 2009. EFSD will aid the RD in managing the environmental impacts and risks, thus contributing to the promotion of the long-term sustainability of investments.

13. The Executing Agency is the Ministry of Territorial Administration and Infrastructure of the Republic of Armenia. The Implementing Agency is the RD Fund, responsible for the day-to-day management of project execution and management of all environmental aspects of the projects.

14. As was mentioned above, this Project includes 2 Lots for construction works. Supervision Consultant (Engineer) and Contractors were selected within reporting period. Engineer will carry out all construction supervision activities and reporting of the project.

15. Contract for Construction supervision of about 32 km road from Agarak to tunnel exit (Tranche 4) with an international consulting company Institute IGH, Joint-Stock Company for Research and Development in Civil Engineering was signed.

The following key personnel was appointed.

Position	Expert	Phone number	email
Key experts			
International experts			
K-1: Consultant Team Leader/ Senior Resident Engineer	Đuro Mihalić	+374 93 27 77 17 +385 98 322 792	djuro.mihalic@iqh.hr
K-2: Asphalt concrete pavement Expert	Goran Grubješić	+385 98 98 44 597	goran.grubjesic@iqh.hr
K-3: Quality, Geotechnical and Materials Expert	Dubravko Dušanek	+385 98 98 44 515	dubravko.dusanek@iqh.hr
K-4: Bridges and Structures Expert	Md. Shurruzzaman PEng	+880 1552 392195 +880 1790 665218	zaman241@yahoo.com
K-5: Tunnels Expert	Durmishkhan Kublashvili	+995 55 87 51 506	d.kublashvili@yahoo.com
K-6: FIDIC Contracts and Claims Expert	Irakli Khergiani	+995 59 58 77 778	khergiani@gmail.com
K-7: Environmental Specialist	Luiza Bubashvili	+995 59 52 19 141	likabubashvili@yahoo.com
K-8: Social and Resettlement Safeguard Specialist	Mariam Begiashvili	+995 57 77 44 088	mbegiashvili2@gmail.com
National experts			
K-9 Deputy Team Leader/Highways Engineer	Gevorg Davtyan	+374 99 99 14 85	dp02qdavtyan@mail.ru
K-10 Bridge, Structural Engineer	Smbat Ayzvazyan	+374 99 40 61 01	smbatayvazyan@mail.ru
K-11 Tunnel Engineer	Vigen Matnishyan	+374 99 10 04 60	dp04vmatnishyan@mail.ru
K-12 Quality, Pavement, geotechnical and Materials Engineer	Aram Avetisyan	+374 91 63 58 88	aramvavetisyan@gmail.com
K-13 Environmental/ Health and Safety Specialist	Karine Azatyan	+374 93 14 01 17	kazatyan@yahoo.com
K-14 Social Development, Resettlement Specialist	Tigran Grigoryan	+374 93 90 05 04	tgrigoryan1980@gmail.com
Non-key experts			
National experts			
Highways Design/CAD Engineer	Ashot Navasardyan	+374 96 52 39 49	ashot_nav@mail.ru
Road Safety/ Construction Safety Specialist	Miasnik Kazaryan	+374 91 56 25 72	dp13mqhazaryan@mail.ru
Road lighting Engineer	Aram Asriyan	+374 98 22 65 07	aram-61@mail.ru
Site Inspector/Quality Control Specialist	Vahan Simonyan	+374 77 06 01 31	argishti-1@mail.ru
Site Inspector/Quality Control Specialist	Andranik Shahverdyan	+374 10 67 11 34	
Site Inspector/Quality Control Specialist	Patvakan Ghazaryan	+374 91 34 41 69	Pato35@rambler.ru
Quantity Surveyor	Samvel Elibekyan	+374 91 70 78 13	elibekyan57@mail.ru
Quantity Surveyor	Karen Karapetyan	+374 91 70 78 13	karapetyank70@mail.ru
Archaeologist	Boris Gasparyan	+374 55 41 14 59	borisq@virtualarmenia.am

The Contract between "Road Department" Fund on behalf of Ministry of Territorial Administration and Infrastructure and **JV Abad Rahan Pars International Group and Tunnel Sadd Ariana** was signed on 23th day of October, 2023 (e-mail: kajaran@ariana-co.com).

The key personnel for Project management:

- Mr. Ali Mousavi Rahimi, Contractor's Representative
- Mr. Moein Pooryazdankhah, Project Manager
- Mr. Mehdi Badrian, Deputy Project Manager

The persons within the Contractor's team who will be directly responsible for supervising the SSEMP activities and EHSS management will be:

- ✓ Mr. Ramin Riahi, Technical Manager, OHS
- ✓ Mr. Ali Tayarani, Environmental Specialist

16. Contractor's Environmental Unit will be responsible for preparation and implementation of Contractors' SSEMPs, monitoring of the implementation of environmental safeguards requirements in construction phase and regular reporting.

17. Summary of civil works contracts and works' progress is presented in Table 1 below.

Table 1: Summary of Civil Works Contracts and works' progress

Package	Scope	Contractor	Signed	Approval Date		Environmental personnel		Civil Work		Progress as of	
				SSEMP	ERP	Environmental officer	Health and Safety officer	Start (Q)	End (Q)	31 July 2023	31 January 2023
Lot 1	Reconstruction of about 21 km road from Agarak to Vardanidzor; Construction of about 11 km road from Vardanidzor to tunnel exit	J/V Abad Rahan Pars International Group and Tunnel Sadd Ariana co.	23 October 2023	n/a	n/a	Ali Tayarani	Ramin Riahi	Estimation February 2024	February 2027	0%	0%
Lot 2	About 7 km road from tunnel entrance to Kajaran and about 6 km of the tunnel and access roads.	Not selected yet	n/a	n/a	n/a	no	no	n/a	n/a	0%	0%

Note: The Month/Years in brackets are planned schedule.
 SSEMP = site-specific environmental management plan, ERP = Emergency Response Plan

2.3. Project Environmental Management

18. EFSD is implementing monitoring of safeguard compliance; supervision of the project, initiating and reviewing EIA, incorporation of environmental safeguards considerations to the bidding documents and contracts, and providing clearance to contract awards and signing/initiation of civil works to the Project.

19. In September 2022 the RD Fund hired an Environmental specialist, Ms. Inesa Zargaryan, whose responsibilities include the management of all environmental aspects of the project, compliance with the national environmental legislation of the RA and safeguard policies of financing donor during the preparation and implementation of the Project.

20. The Engineer - Institute IGH, Joint-Stock Company for Research and Development in Civil Engineering – hired international and national environmental specialists: Ms. Luisa Bubashvili and Ms. Karine Azatyan. The Engineer will provide Technical Assistance to the RD in the management and reporting of the project. Environmental Specialists of the Engineer will be responsible for supervising the construction works in relation to environmental and archaeological impacts and, in particular, for supervising and reporting on the Contractor's performance in the implementation of the EMP/SSEMPs.

21. The scheme of project environmental management on presented in Figure 2 below.

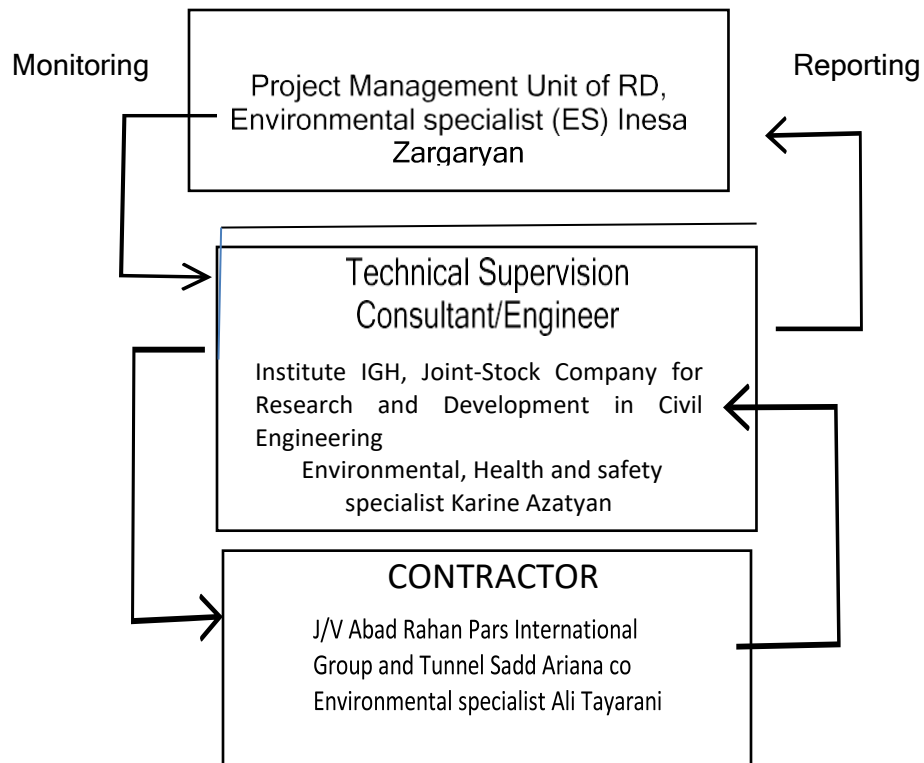


Figure 2. Project environmental management arrangements

2.3 Project Activities During Current Reporting Period

22. N/A- no civil works commenced. Site mobilization works launched. Contractor applied to the Meghri municipality for getting permits for the camp, cement and asphalt plans erection.

2.4 Description of Any Changes to Project Design

23. No any changes to Project design

2.5 Description of Any Changes to Agreed Construction methods

24. Construction works did not start in the reporting period.

III. ENVIRONMENTAL SAFEGUARD ACTIVITIES

3.1. General Description of Environmental Safeguard Activities

25. The Project has been screened with the ADB's Rapid Environmental Assessment Checklist (REA). The classification was based on the most environmentally sensitive component of the project, which means that if one part of a project has the potential for significant adverse environmental impacts, then the project is to be classified as environmental category "A" regardless of the potential environmental impacts of other aspects of the project. Based on the REA Checklist, the project is classified as a Category "A".

26. According to the Armenian legislation a proposed project is classified as a Category "A" also and EIA state expertise conclusion according to Armenian legislation is needed. As already mentioned, this project is funded by the EFSD, and the preparation of the EIA report was based on the requirements of the ADB SPS (2009) policy and Armenian legislation. EIA and EMP were prepared by IRD engineering S.R.L. and submitted to MoE for getting a positive conclusion.

27. A positive conclusion was given on the Project on 22 February 2022 by SNCO "Environmental Impact Assessment and Expertise" under the MoE (*was presented in Annex 1 to the previous SAEMR*).

28. To ensure that the contractor comply with the requirements of the EIA, EMP, RD prepared and provided the following specification clauses into the bidding documentation:

- List of environmental management requirements to be budgeted by the bidders in their proposals.
- Environmental clauses for contractual terms and conditions.
- EIA and EMP.

3.2. Grievance Redress mechanism functioning

29. In order to receive and facilitate the resolution of affected people's concerns, complaints, and grievances about the project's environmental performance the Grievance Redress Mechanism was established for the project. When and where the need arises, this mechanism will be used for addressing any complaints that may arise during the implementation of project. The grievance

mechanism is scaled to the risks and adverse impacts of the project. It addresses affected people's concerns and complaints promptly, using an understandable and transparent process that is gender responsive, culturally appropriate, and readily accessible to all segments of the affected people at no costs and without retribution. The mechanism is not impeding access to the judicial or administrative remedies. The project proponent will appropriately inform the affected people about the mechanism before start of commencement of any civil works. According to the EMP, at the initial phase of the Project implementation, affected persons submit their complaints on environmental issues to the RD. All complaints are registered in the complaints log (the format was provided by the EFSD).

30. The process for solving environmental complaints that may arise in the project is the Grievance Redress Mechanism, which is established at each community.

31. The following are the procedural steps to file a complaint, pose an inquiry on matters relating to project implementation, environmental concerns and other issues regarding the Project.

Pre-construction stage:

Step 1. The person affected by the Project could raise their suggestions/concerns/complaints first of all to the RD. The RD receives and resolves/replies the APs' grievances. If an AP is not satisfied with the response or RD responsible staff needs additional capacity to respond to the APs' grievance, the Grievance Review Group (GRG) can be formed to ensure comprehensive, equitable and transparent discussion of the case. To establish legitimacy of the GRG to review and judge on the substantive

merit of the AP's complaint, the composition of the GRG should be balanced and include an independent observer to ensure the impartiality and transparency of the complaint review process.

Step 2. If AP is not satisfied with RD's decision even after GRG review of the grievance, then he can lodge the grievance to the RA Ministry of Territorial Administration and Infrastructure. The MTAI follows Public Administration RA law for registration, revision and resolving the case.

Construction Stage:

Step 1. The person affected by the Project could raise their suggestions/concerns/complaints first of all to the Contractor's dedicated grievance staff that is an attempt will be made to resolve complaints at the local level. In order to maintain transparency and accountability to affected communities and to make information, assistance and grievance resolution services accessible to the Affected Persons, the Contractor will establish the following GRM as a part of the Project's integral GRM:

(i) AP's could approach Contractor's representative (construction foreman, engineer, social or environmental specialist) on-site and/ or register their suggestion /complain into the grievance register book kept by Contractor at the field office established in the construction camp located nearby the RoW. The template for recording grievance, content and format of the application shall be specified in the Contractor's SEMP and agreed with Engineer.

(ii) Contractor ensures the provision of contact information (field office location, operating hours, names of responsible contact persons, phone numbers, regular mail and email addresses, etc.) via posters and Project informational boards.

Contractor should immediately inform the Engineer and RD if AP lodged the grievance and should send the copy of written complaint to them. Contractor should implement appropriate mitigation measures to solve the issue and send the written response/reply to the AP with cc

Engineer and RD.

Step 2. Should the AP be not satisfied with the Contractors' solution of his/her complaint, the further opportunities are available. AP could next apply to the Engineer via lodging the complaint within one month after receiving/not receiving the response from the Contractor. The incoming suggestions/complaints shall be considered and classified into environmental and social/land acquisition and resettlement items. The social/land acquisition and resettlement safeguard related complaints shall be handled in the scope of Engineer and RD social specialists. The environmental specialists of the Engineer in collaboration with the Contractor(s) shall establish an office at the Project site where environmental complaints of Projects' AP regarding EMP and project operations' impacts can be lodged. This Project site office will be used for: supervision of construction, including monitoring of the Contractor's compliance to the EMP to ensure the mitigation measures are timely and properly implemented; disclosing all safeguard documents; and receiving and responding to the comments/feedbacks from the community. The Engineer shall respond to the complaint within 15 days.

Step 3. Should the Engineer fail to satisfy the complaint, AP could apply to RD, MTAI and ADB. The complaint in the Construction stage at the RD level will be preceded with the same scheme as in the pre-construction stage. All the contact information shall be provided by Contractor on posters and on the Project informational board. Contractor shall serve as an entry point in this stage and provide the necessary explanations and assistance in application to the mentioned entities, if needed through the personal contact with AP.

Finally, the AP can always seek attention and interference of the court. However, all the efforts will be made to settle the issues at the Contractor's, the Engineer and RD level. If not possible, attempts will be made to resolve the issues at the MTAI level to avoid/minimize litigation as much as possible.

All complaints regardless of the outcome and solutions will be properly documented in relevant unit of PIU or community administration and made available for review, monitoring and evaluation purposes.

The GRM scheme is presented in Figure 3 below.

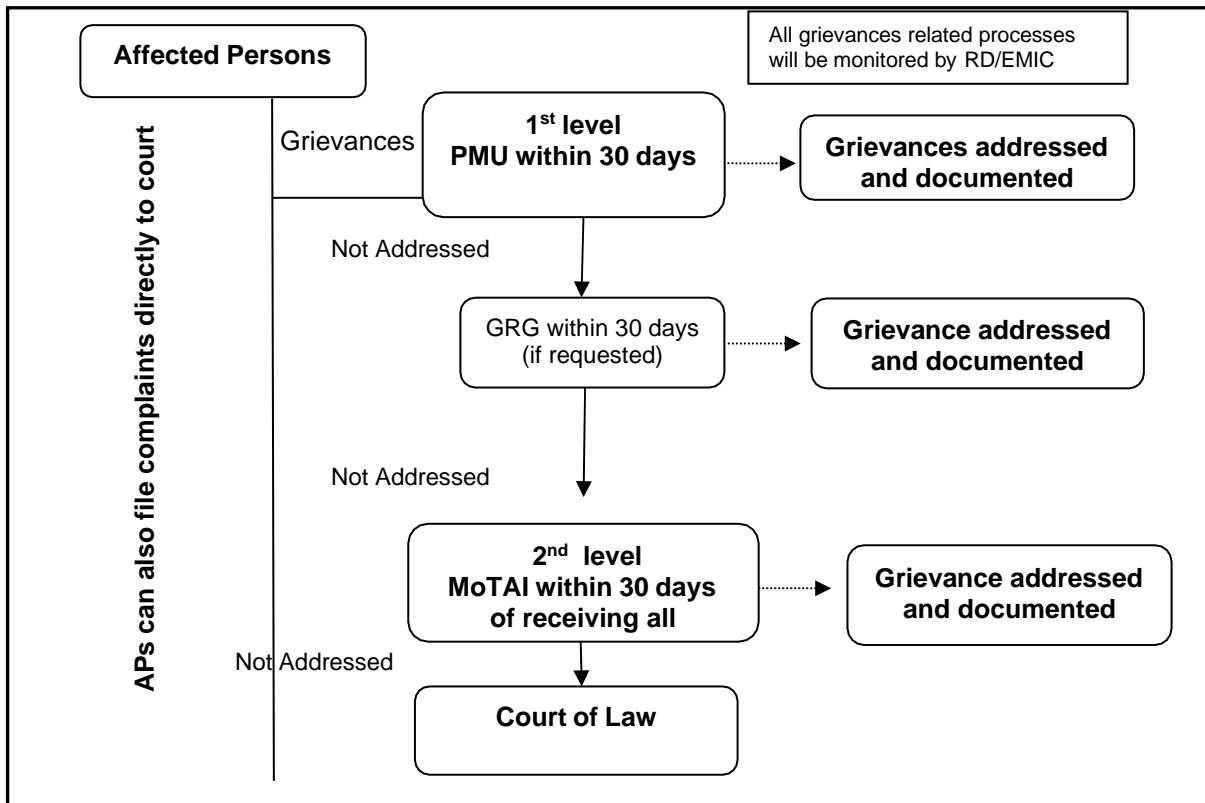


Figure 3. Institutional Structure of Grievance Redress Mechanism

3.3. Site Audits

32. N/A: No inspections and field visits were carried out by the Environmental specialist of PIU within current reporting period, as no construction works were started.

3.4. Issues Tracking (Based on Non-Conformance Notices)

33. N/A: Due to the fact that no any construction activities were carried out, no issues were tracked within current reporting period.

3.5. Trends

34. N/A: No trends can be revealed now.

3.6. Unanticipated Environmental Impacts or Risks

35. N/A: Due to the fact that no construction activities were carried out, no any unanticipated environmental impacts and risks are identified so far.

IV. RESULTS OF ENVIRONMENTAL MONITORING

4.1. Overview of Monitoring Conducted during Current Period

36. N/A: Due to the fact that no construction activities were carried out, no environmental measurements have been undertaken within current reporting period.

4.2. Trends

37. N/A: Due to the fact that no construction activities were carried out, no trends can be revealed.

4.3. Material Resources Utilization

4.3.1. Current Period

38. N/A: no any construction activities were carried out during reporting period.

4.3.2. Cumulative Resource Utilization

39. N/A: No construction activities were carried out during reporting period, no resources yet utilized.

4.4. Waste Management

40. N/A: No construction activities were carried out during reporting period; no waste was generated.

4.4.1. Current Period

41. N/A: No construction activities were carried out during reporting period; no waste was generated.

4.4.2. Cumulative Waste Generation

42. N/A: No construction activities were carried out during reporting period; no waste was generated.

4.5. Health and Safety

4.5.1. Community Health and Safety

43. N/A: Due to the absence of construction works, there are no issues.

4.5.2. Worker Safety and Health

44. N/A: No construction activities were carried out during reporting period.

4.6. Training

45. On December 1, 2023, Eurasian Fund for Stabilization and Development (EFSD) held a training workshop in Yerevan on the application of environmental and social safeguards during project implementation. The workshop was held for the staff of the "Road Department" Fund's (Project Implementation Unit of the "North-South Road Corridor Construction (Phase 4)" project), the technical supervision consultant company and the construction contractor.

46. EFSD specialists presented the main requirements for the application of safeguards, the distribution of roles and responsibilities in project implementation between the PIU, the technical supervision consultant and the contractor, the details of the site-specific environmental management plans development by the contractor, related to biodiversity, waste management, social risks and other issues that arise during construction works and contractor's activities. In addition, recommendations were provided on the monitoring process and reporting, and consideration of environmental and social requirements in the preparation of procurement and contract documents.

47. The workshop participants were familiarized with the types of potential violations of safeguards requirements in the course of internal and external monitoring of the environmental management plans implementation, templates examples of required documents, checklists for monitoring, preparation of photo reports, establishing and operating grievance redress mechanism.



Figure 4. Training workshop on environmental and social safeguards. 1 December 2023, Yerevan.

4.7. Summary of Monitoring Outcomes

48. N/A: no civil works commenced within reporting period.

V. FUNCTIONING OF THE SSEMP

49. The site-specific environmental management plans should be developed by the Contractors before construction works commencement. The SSEMP to be reviewed and approved both by the Engineer's Environmental specialists and the Environmental Specialist of the RD's PIU.

50. Contractor has submitted the first version of the SSEMP of 20.11.2023. This version was communicated to the attention of and the revision by the Environmental Consultant and Environmental Specialist of the Engineer on the 3d of December, 2023. Document was commented by the both Environmental Specialists: multiple comments were drafted and communicated to the Contractor on 21 and 22 of December 2023. Document was commented also by the Environmental Specialist of the PIU of the RD. The new reworked version of the SSEMP was not submitted by the Contractor by the end of the reporting period.

51. No civil works will be commenced before the review, verification of SSEMP quality and its further approval by the technical supervision consultant (Engineer) and PIU.

VI. GOOD PRACTICE AND OPPORTUNITY FOR IMPROVEMENT

6.1. Good Practice

52. N/A: No construction works were commenced.

6.2. Opportunities for Improvement

53. N/A: No construction works were commenced within reporting period.

VII. SUMMARY AND RECOMMENDATIONS

7.1. Summary

54. No construction works have been started in reporting period. Mobilization works have launched.

55. PIU Environmental and Social staff are in place.

56. Engineer's Environmental, Social and OHS staff are in place.

57. Contractor has appointed Environmental and OHS Specialists off-site. On site officers to be appointed.

58. Incorporation of environmental and social safeguards considerations to the bidding documents for Contractors and Engineers was done.

59. PIU with support of ESFD finalized ToR for the independent environmental monitoring (third party) as per safeguards policy requirements. A request for expressions of interest for the selection of an individual consultant for external independent environmental monitoring for the project was

published on November 27, 2023, with a deadline of December 18, 2023. on the websites of RDF, EDB, EFSD and UNDB online. The Evaluation Committee decided to extend the deadline for submitting expressions of interest until January 15, 2024. The results of the competition will be presented in the next report.

60. GRM is functioning, no complaints were received so far.

61. The SSEMP was drafted and submitted by the Contractor, which however was commented by both the Engineer and the PIU, with multiple comments. The new revised version of the SSEMP was not submitted by the end of the reporting period.

7.2. Recommendations

62. 30 days before the commencement of construction works Contractors shall submit detailed SSEMP for the Engineer's and RD's no objection showing how they intend to comply with environmental laws and regulations and other specific requirements prescribed in the Contract, addressing all the monitoring and mitigation measures set forth in the EIA and the EMP. The SSEMP should include specific Health and Safety plan regarding the COVID-19 issues.

63. The Contractors should hire environmental officers, and appoint health and safety officers on site to monitor proper implementation of site mobilization activities in compliance with the EMP.

64. Any required permits/agreements regarding the disposal of hazardous waste, topsoil storage sites, siting of Contractor's office etc. should be taken/concluded as per national environmental legislation requirements and should be submitted to Consultant (Engineer) and RD. Contractor shall:

- Submit the revised version of the SSEMP considering the comments of the Consultant and the PIU.
- Submit all Environmental, Social and OHS management plans as foreseen under clause 9.1 MITIGATION of the EIA Report (February, 2022).
- Submit Environmental monitoring plan
- Submit contract with credentials of the Laboratory approved for the environment monitoring.
- Make baseline instrumental measurements of the air, water quality, noise and vibration levels before the start of construction works.
- Share the contacts of person on site who will continuously communicate with the Engineer on environmental, social and OHS issues during mobilization and construction phases.
- Submit weekly environmental and OHS progress reports.
- Submit all permits from the local authorities, the Ministry of Environment, other agencies in compliance with the local legal requirements (dumping sites, camp, machinery parking, topsoil preservation, cement plant, asphalt plant, quarry (if any), etc.); getting hazardous/dangerous waste passports.