GAROWE MUNICIPALITY

PUNTLAND STATE OF SOMALIA

SOMALIA URBAN RESILIENCE PROJECT (P163857)

Environmental and Social Management Plan

Photo: Aerial view of some parts of Garowe City,
Mukhtar Nuur
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FINAL REPORT

MARCH 2019

ACRONYMS

ARAP	Abbreviated Resettlement Action Plan
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
FAO	Food and Agriculture Organization
GM	Garowe Municipality
IDPs	Internally Displaced Peoples
Km	Kilometer
PAPs	Project Affected Peoples
PIU	Project Implementation Unit
RPF	Resettlement Policy Framework
SUIPP	Somalia Urban Investment Planning Project
SURP	Somalia Urban Resilience Project
SWALIM	Somalia Water and Land Information Management
WB	World Bank

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EXECUTIVE SUMMARY

This Environmental and Social Management Plan (ESMP) is prepared for the first part of Garowe City roads infrastructure which has a total length of 4.86 km. This document is prepared based on the guidelines of the Environmental and Social Management Framework (ESMF). The ESMP complies with the Puntland State Law and Regulations along with World Bank Safeguards Policies. The Somalia Urban Resilience Project (SURP) is funded by World Bank and has been classified as Category 'B' project.

The ESMP document summarizes the potential environmental and social risks and impacts identified during the ESMF study and assesses further environmental and social risks and impacts of the first phase of construction of four paved roads, which have a total length of 4.86 km. In addition, the report determines the necessary mitigation measures and covers the management and monitoring plans to ensure that impacts are dealt with and mitigation measures are followed during the project activities.

The ESMP ensures that appropriate levels of environmental and social impact assessment are carried out as part of project design, including public consultation process, especially for Category 'B' projects. The O.P 4.01 ("Environmental Assessment") is applicable to the rehabilitation and maintenance of Garowe roads project. In addition to the management procedures and plans described in this document, reference is also made to the documents such as Resettlement Policy Framework (RPF), Abbreviated Resettlement Action Plan (ARAP) and ESMF that have been developed for this project. These documents describe the detailed social safeguard plans and will be utilized as key guiding documents in all the proposed management, monitoring and mitigation measures outlined in this ESMP.

1. INTRODUCTION

1.1. Project Background

The Somalia Urban Resilience Project (SURP) is a municipal infrastructure and governance development project aimed at improving people's access to socio-economic infrastructure and strengthening municipal governance in Somalia. SURP builds on the preparation work carried out under World Bank's ongoing Somalia Urban Investment Planning Project (SUIPP). SUIPP financed institutional assessments, feasibility studies and engineering design work for urban investments in Mogadishu, Hargeisa and Garowe municipalities; institutional assessment of Hargeisa Water Agency and the Ministry of Public Works at the federal level; and helped to set up Project Implementation Units (PIUs) and build fiduciary, safeguards, project management, and monitoring and evaluation capacity of the PIU staff based at these municipalities.

The SUIPP carried out feasibility studies and preliminary engineering designs for; 30 km of 19 secondary roads and 2 bridges in Garowe however due to funding constraints, only 4 out of the 19 roads will be constructed under SURP. This ESMP is prepared for the four secondary roads in Garowe city.

The objectives of the Project are to strengthen public service delivery capacity at the sub-national level and support the reconstruction of key urban infrastructure in targeted areas in Garowe City, among other municipalities.With regard to Garowe, the SURP will:

(i) Support the rehabilitation of urban roads in Garowe;
(ii) Provide capacity building support to Garowe Municipality and strengthening government systems at the sub-national level by channeling funds on-budget;
(iii) Generate short-term income generation opportunities and improving connectivity for the urban poor, IDPs and returnees; and
(iv) Augment the municipal government's planning capacity by financing road connectivity and drainage network assessment in Mogadishu.[1]

[1]Due to funding limitations, this road connectivity and drainage network assessment is only being carried out in Mogadishu. Funds will be sought to expand these assessments to Garowe and other key urban areas.

1.2. Bio-Physical Environment

The project will be implemented in Garowe City (population estimated to be up to 200,000 persons), which is located in the Nugaal Valley. The city is bounded by gradually ascending high plateaus that generally reach elevations of up to 1,000 m above sea level on the north, west, and south.

The climate in Garowe is classified as BWh (or hot desert climate), according to the Köppen climate classification, with the city receiving about 123 mm of rain annually. Ambient temperatures range between 23°C (between November and February) and a peak of 41°C (in July and August). Droughts occur every two to three years and are often followed by severe floods. In Garowe, the highest average rainfall is recorded during the month of May at 51mm.

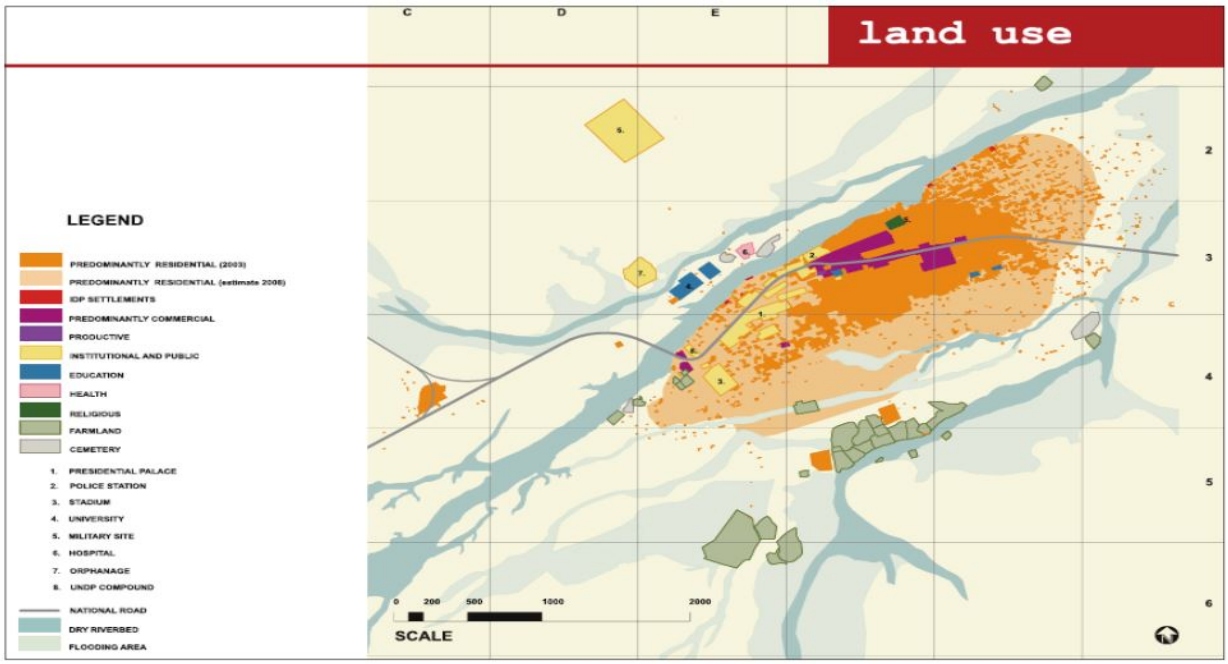
Climate is the primary determinant for Somali life, and the timing and amount of rainfall are crucial factors determining the adequacy of grazing (FAO-SWALIM). There are seasonal patterns of rainfall that are strongly influenced by the Inter-Tropical Convergence Zone (ITCZ), the north south movement of which results in two dry seasons and two wet seasons in a year. Garowe has two dry seasons during the months of January-March (Jilaal) and July-September (Hagaa); and two wet seasons during the months of April-June (Gu) and October-December (Deyr). The supply of clean water normally goes up during the dry period when water availability from natural sources decline, while local food prices increase during the wet season especially in June-September when monsoon winds hinder shipping of imported food commodities which supplement limited domestic sources.

There are no published ambient air quality data for the municipality of Garowe. Soils are generally calcareous. Many of the seasonal rivers have rich alluvial soils. Most of the drier parts of the country have thin and relatively infertile desert soils.

There are two Wadis or natural waterways in Garowe City; one is the Togga-Garowe river at the northern portion that bisects the municipality, and the seasonal Lan Alifrin stream in the southern part. Both waterways serve as Garowe's main natural drainage. It is along these waterways that new bridges could be financed. Most of the urban infrastructures are

found adjacent to the Togga-Garowe River. Seasonal flash floods are recorded to occur much of which originate from the Lan Alirin stream which affects large parts of town most especially the eastern part of Garowe. IDPs are most vulnerable to these calamities. For this reason, OP 4.04 Natural Habitats is deemed applicable to this project.

In general, only a small 1.64% of the country is arable land, of which only 0.04% is planted to permanent crops. Most of the land at 98.32%[2] is devoted to other uses. Garowe is an urban area that is predominantly residential. Small Institutional and commercial areas are located along and near the southern banks of the Togga-Garowe River where the Gambol road serves as the main access facility. Education facilities are found in the northern portion of town across the Togga-Garowe River, while the farmlands are found at the southern part of Garowe by the northern banks of the Lan Alirin stream. IDP camps are also found adjacent to the farmlands. Figure 4.1 contains the land-use map of Garowe town.



Source: FAO, Garowe Urban Baseline Report

1.3. Purpose of the ESMP

The objective of this ESMP is to address potential adverse environmental and social risks and impacts associated with the rehabilitation of four roads in Garowe and to enhance positive impacts. This document highlights specific roles and responsibilities for environmental and

[2] https://en.wikipedia.org/wiki/Geography of Somalia

social management providing the contractor with specifications to minimize negative impacts of roads construction. Through this ESMP environmental and social awareness is promoted and monitoring procedures are identified.

2. SUB-PROJECT AREA DESCRIPTION

The SURP project will finance four secondary roads which are located in Garowe City covering an estimated total of 4.86Km. These existing roads are currently gravel (unpaved) which are substantially damaged due to lack of maintenance. For that reason, Garowe Municipality (GM) prioritized to rehabilitate the below indicated roads. Three roads are within the City, while one (Jilab) is a road that connects the City and the Internally Displaced Peoples (IDPs) camp which is located outside the City. The four roads are as follows:

S/n	Road Name	Length (km)	Description	Total road width
1	Sheikh Abdisalam	1.1	Carriageway (7m), drainage (1.5m) and Walkway (1.5m)	10m
2	General Nur-Salad	1.0	Carriageway (7m), drainage (1.5m) and walkway (1.5m)	10m
3	Street 28 (Sagal)	1.8	Carriageway (7m), drainage (1.5m) and walkway (1.5m)	10m
4	Jilab	0.96	Carriageway (7m), drainage (1.5m) and walkway (1.5m)	10m
	Total	**4.86**		

2.1 General Nur-Salad Road

This road is located at the South-West of the City and connects the Road No.1 (main primary road) and Street 30. It is mainly a residential area with an estimated number of 50 households which are located along the road, and who will be the direct beneficiaries in the near future. During the survey of asset inventory, the PIU identified two PAPs who reside along this road. These PAPs are female widows who are vulnerable and the Municipality undertook rehabilitation of their structures and cash assistance for income restoration. The length of this road is 1km.


General Nur-Salad road

2.2 Sheikh Abdisalam Road

This road is located at the centre of the City and connects the Road No.1 (main road) and Street 30. There is a significant sources livelihood that exists along the road. During the assessment, the team identified that the most common source of livelihoods were shops and other small-scale business centres. Additionally, social amenities such as health posts and schools are located along this road. There are nine households along this road which was partially affected by the project and the Municipality compensated them. There was one vulnerable old man who is blind and the Municipality committed to support him during the construction phase. The length of this road is 1.1Km.


Sheikh Abdisalam road

2.3 Street 28 (Sagal) Road

This street is parallel to 30 Street and the Road No.1 (main road) respectively. It stars from Dr. Jim'ale to Shariqa road, covering a total length of 1.8Km connecting two neighborhoods: 1st August and Hanti-wadag. Currently, there are no roadside or itinerant businesses that exist along this street due to residential nature of the area. During the assessment, the PIU/GM team

identified that thee PAPs are along this road and the Municipality compensated them to rehabilitate their affected fences.


Street 28 (Sagal)

2.4 Jilab Road

This road connects the town and the Jilab IDP camp which is located at the outside of the City. Currently, there are no residential facilities or business structures along this road.


Jilab

2.5 Social environment

2.5.1 Population

The population living in Garowe City is estimated a range in between 170,000 to 200,000. The population of the City and the entire district recorded high rates of population growth and this is due to the relative political stability that exists in the region. Thus, the district hosts a large number of IDPs, returnees and refugees from neighboring countries. A population estimation survey conducted by the District Council indicated that a total population of 550,000 live in both peri-urban and urban areas of Garowe District (DDF, 2018).

However, prior to the start of construction, meaningful baseline survey needs to be conducted by the project to inform stakeholders.

2.5.2 Local Economy

Garowe City had seen significant economic growth for the last one decade. Apart from the relative peace that exists in the City, it is linked to the urban and rural areas of other parts of the country, as well as to the Diaspora (overseas communities of Somalia expatriates). The City serves as the trading centre for livestock intended for the local market, and the transit point for the export of quality animals (camel, goat, and sheep) through the port of Bosasso. The livestock trade in Garowe town is a key revenue source for the Puntland State Authority that imposes sales tax on the trading of these animals.

Garowe is also the market for local agricultural products such as cereals, fruits and vegetables from southern Somalia. Similarly, the municipality is also engaged in the trading of imported food commodities (rice, wheat, sorghum, sugar, etc.) that goes through the port of Bosasso. Both men and women are engaged in these livestock trades, where the women are involved in the slaughter and sale of small ruminants, while the men are engaged in the slaughter of camels, collecting animals from the market, pottering, transport and skin/hide activities. The women are also engaged in the marketing of the vegetables.

Garowe also provides the key source of income from migrant labour (temporary employment) from IDPs, urban poor and surrounding Pastoral communities. Garowe is linked to other cities of the country (e.g Mogadishu and Hargeisa) mainly through trade and labour migration. The construction industry in the City is one of the recipients of these services which are funded by local government, international organizations/NGOs and the Diaspora. In the construction industry, men dominate women especially in manual labour.

2.5.3 Poverty and Social Services

Poverty incidence in Garowe is close to 40% of the population in the urban area, while in peri-urban settings it is 52.3%, peaking at 71% in IDP settlements. According to a FAO-commissioned study, there are 3 main income classes in the municipality namely: a) poor; b) middle income; and c) Better-off. In general, the poor have a 7-8 members household size comprising of the married couple, two children in school (primary education), and relatives, making up 23-35% of the population, have 2 family members who have work; annual average

income is US$1,500-2,550; main sources of income include: casual labour, paid domestic work, firewood collection, gifts from family members, and petty trade; they can only provide 91% of their daily food requirement; water source is through kiosk, stand pipe, and shallow wells; power source is by battery, lantern or lamps; house (4mx4m; 6x12m floor area) is either owned/rented and is made of plastic sheets and *Sandaqad*; and they have no land of their own.

The middle class have a 8-9 members household size; only 1 or 2 wives; 2-3 children in school (primary and secondary education), make up 45-55% of the population, have 1-2 family members have work; 2-3 income sources; annual average income is US$2,565-6,410; main sources of income include: salaried employment, small to medium scale trading and remittance; they can only provide 104% of their daily food requirement; water source is through water tanker, pipeline and Berkad (rain collector); power source is by battery and power line; house (40mx60m floor area) is either owned/rented and is made of stones; and some have their own plots.

The "Better-off" households have an average of 10-12 members household size; one or two wives; 2-4 children in school (primary, secondary and tertiary education), make up 15-25% of the population, have 1-2 family members have work; 3-4 income sources; annual average income is US$2,565-6,410; main sources of income include: medium to large scale trading and transport (i.e. taxi, pick-up); they can only provide 118% of their daily food requirement; water source is through water tanker, pipeline and Berkad (rain collector); power source is by private power line and generator; house (more than 80mx80m floor area) is either owned and is made of stones and concrete; and most have their own plots in town or in the outskirts.

2.5.4 SURP impact road construction to local economy and poverty reduction

The Project is expected to have a positive effect in the City's reconstruction, development and economic recovery. Good roads and bridges facilitate the movement of goods and services which may increase productivity, create jobs, facilitate trading and provide access to basic services for its people. Agricultural products such as livestock, fruits and vegetables are able to reach the Garowe markets in time, in good condition, and are subject to benefit from lower transport costs.

The local light manufacturing and cottage industries will have similar benefits from these quality infrastructures.

The construction of the subprojects will also provide temporary jobs for local residents as well as IDPs, urban poor and migrant workers; where part of their wages can be used for funding micro to small enterprises. While the women may have limited role in the construction work, however, their micro, small to medium scale trading will greatly benefit from these infrastructures, through better availability, better quality and lower cost of goods to be sold in the market. Part of the income derived by family members engaged in the construction works can be used as capital for the trading activities. Remittances to family members in the form of imported goods can easily be brought into the local market to be sold, and its earnings given to the concerned beneficiary family. Also, more livestock traded, the bigger is the tax revenues that can be collected by the Puntland Regional Authority for use in its operations and delivery of basic services to its constituents.

3 POTENTIAL ENVIRONMENTAL AND SOCIAL IMPACT

This Section contains a preliminary summary of the impacts that are likely to result from the Project activities as a result of the interaction between the Project components and the environmental and social receptors. It should be noted that the impacts identified here are preliminary in nature.

The Project is envisaged to have a range of positive and negative environmental and social impacts. Some of these are a direct result of project construction activities which can be mitigated or enhanced, while others are a consequence of Project designed which can be avoided or minimized if a possible suitable alternative design is developed and adapted.

3.1 Positive impacts

There are positive impacts that can arise from the Project implementation. Some of the benefits that could result from the Project implementation will include:

- Reduced travel time which can provide local people especially women more time to do other productive endeavours;
- Reduced vehicular maintenance cost due to improved road conditions, that translates to lower transport cost for goods, services and passengers;
- Increased household incomes due to establishment of small and medium scale businesses and reduced transport cost;
- Agricultural and manufacturing products can reach the market at a shorter time and better condition; and
- Local people can have a more convenient means of accessing basic social services (i.e. schools, hospitals/health centres, etc).
- Better pedestrian safety due to the construction of sidewalks, grade-separating vehicular traffic from foot traffic

3.2 Negative impacts

The potential negative impacts that could result from the Project are presented in Table 3.1 for the upgrading of existing roads. These impacts are most likely to occur during the Construction phase.

Table 3.1: Potential Negative Impacts of Roads Rehabilitation Works

ACTIVITIES	POTENTIAL IMPACTS/CONCERNS
• Establishment of Temporary Construction Facilities • Clearing and Grabbing; • Hauling, sorting, temporary Storage, and disposal/reuse of excavated materials; • Hauling, laying and compaction of sub-base materials; • Double surface treatment with bitumen and chips; • Single seal surface treatment with bitumen and chips. • Drainage Improvement such as side ditch excavation/clearing and connecting to receiving waterways; • Lining of the ditches either with concrete or masonry stone • Installation of side walkways • Installation of other road appurtenances • Cleaning of Construction area, dismantling of temporary construction facilities, hauling out and disposal of waste materials, and demobilization.	**Environmental**
	Biodiversity • Loss of biodiversity • Loss of natural vegetation during the construction phase • Introduction of exotic and invasive vegetative species
	Water Resources • Modification in Project site terrain leading to alteration of site hydrology; • Clogged drainage and waterways leading to flash floods; • Poor flood control leading to soil erosion • Deterioration of existing river and ground water quality due to indiscriminate disposal of solid and liquid waste, as well as petroleum products leakages from ill maintained construction equipment and vehicles. • Deterioration of surface and ground water quality due to unsanitary toilet discharges into these water sources
	Soils • Uncontrolled alteration of the natural terrain caused by construction works, which may cause flash flooding and soil erosion. • Leachate from heavy vehicles into the soil, affecting soil quality.
	Air Quality • Increased levels of air pollution (dust, particulate matter, and emissions of noxious fumes) caused by the operations of construction vehicles and heavy equipment. • Increased noise levels due to construction works and operation of vehicles and heavy equipment

	Climate Change • Increased greenhouse gases emission to atmosphere due to the operations of construction vehicle and equipment; as well as the preparation of asphalt
	Chemical Use • Spilled oil and other petroleum products contamination of surface and subsurface soil biota
	Waste Management • Foul odour, rodent and insect infestation of uncollected or improper disposal of garbage leading to public health issues • Siltation of waterways and deterioration of water quality due to improper collection and disposal of construction domestic waste
	Social
	Land acquisition and resettlement • Physical displacement of local residents due to land acquisition for ROW and temporary construction facilities; • Uncontrolled and unplanned urban development due to influx of migrant workers
	Displacement of Livelihoods • Temporary loss of livelihood due to displacement of affected roadside kiosks or vendor tables resulting from construction works
	Cultural Heritage • Loss of cultural resources that are damaged during construction works • Loss of local cultural, identity and heritage due to construction related damages to cultural resources, and the influence of migrant workers

	Social Tension and Conflict • Marginalization of local women or vulnerable groups Potential conflict between workers and stakeholders due to lack of proper orientation for workers on local culture and traditions
	Traffic and Transportation During Construction: • Increase travel time due to obstructions on road under upgrading related to construction works During Operations: • Increase in vehicular traffic speed on the upgraded roads resulting in reduced travel time • Reduced Vehicular Maintenance Cost due to better road condition • Reduced transport cost for commuters and cargo (including farm produce bound for the market) due to lower vehicular maintenance cost • Increase productivity due to reduce down time related to faster vehicular traffic speed
	Public and Occupational Health and Safety During Construction • Increase risk of accidents within the road segments under construction due to on-going works; • Risk of the spread of HIV/AIDS, STD that are carried by migrant workers infected with these diseases; • Delayed response to medical emergencies due to road obstructions along segments under upgrading During Operations: • Better access to basic social services that includes health facilities and workers due to better roads • Faster response time to provide health care to local people most especially during medical emergencies

4 CONSULTATIONS AND GRIEVANCE REDRESS MECHANISM

Consultations were conducted on February 5, 2019 with all the Project Affected Persons (PAPs) on the project. These consultations were commenced prior to the launch of civil works of the project and the PAPs were provided with the opportunity to engage in the planning process, to raise questions and receive inputs and responses to their concerns. PAPs likely to be adversely affected by project activities were informed in advance of their rights to mitigation and/or compensation. In addition, social committee for Grievance Redress was established in the first segment.

The consultation will be continued during project implementation and operation phase with all PAPs, community, governmental officials and other stakeholders and their feedback will be and suggestions will be taken into account. The process will be facilitated by regional safeguard officer in coordination with established social committee.

5 MITIGATION, INSTITUTIONAL RESPONSIBILITIES AND MONITORING

This Section contains a summary of possible measures intended to mitigate the adverse impacts that are likely to result from the Project implementation. Based on the identified potential environmental and social impacts, possible mitigation measures suitable to the Project are provided in Table 5.1.

POTENTIAL IMPACT/CONCERNS	POTENTIAL MITIGATION MEASURES
Environmental	
Water Resources • Alterations of natural waterway configuration leading to change in river/stream hydrology and possibly increase occurrence of flash flooding in the area • Poor flood control leading to soil erosion Deterioration of existing river water quality due to indiscriminate disposal of solid and liquid waste, as well as petroleum products leakages from ill maintained construction equipment and vehicles	• Ensure proper preventive maintenance by contractor of their construction vehicles and heavy equipment used in the project • Ensure the establishment of properly designed storage facilities for construction materials and temporary waste storage areas • Conduct regular housekeeping in the construction site; • Identify and secure appropriate permits for waste disposal sites from the government

POTENTIAL IMPACT/CONCERNS	POTENTIAL MITIGATION MEASURES
Air quality • Increased levels of air pollution caused by the operations of construction vehicles and heavy equipment. • Increased noise levels due to construction works and operation of vehicles and heavy equipment. • Increased greenhouse gases emission due to the operations of construction vehicle and equipment; as well as the preparation of asphalt from bitumen.	• Ensure that Project vehicles and other equipment undergo scheduled preventive maintenance for proper exhaust emission • Construction truck drivers to observe established speed limits on earthen roads during dry periods • Regular watering of unpaved roads/areas during the construction phase to limit dust vortexes • Avoid burning of biomass as much as possible and use fire only in situations where this is least environmental damaging • Limit operation hours to between 7.00 am and 5.00 pm, ensuring that there are no night-time construction activities ongoing
Climate Change • Increase greenhouse gases emissions	• Ensure that Project vehicles and other equipment undergo scheduled preventive maintenance for proper exhaust emission • Construction truck drivers to observe established speed limits on earthen roads during dry periods
Chemical Use • Spilled oil and other petroleum products contamination of surface and subsurface soil biota	• Ensure proper preventive maintenance by contractor of their construction vehicles and heavy equipment used in the Project • Ensure the establishment of properly designed storage facilities for construction materials and temporary waste storage areas • Conduct regular housekeeping in the construction site; • Identify and secure appropriate permits for waste disposal sites from the government
Social	
Displacement Maintaining Livelihoods • Partial loss of residential and commercial lands • Loss of livelihood due to displacement of affected households resulting from construction works.	• Prepare and implement the Resettlement Plan subject to WB approval, for each of the sub-projects with significant resettlement issues • Ensure all resettlement issues are resolved prior to the start of construction • Ensure continual community consultation • Ensure establishment of functioning Grievance Redress Mechanism
Social Tension and Conflict • Physical and economic displacement of shop owners and vendors operating within the road alignments.	• Prepare and implement the Abbreviated Resettlement Action Plan (ARAP) of sub-projects that is acceptable to the Project owner and WB

POTENTIAL IMPACT/CONCERNS	POTENTIAL MITIGATION MEASURES
• Marginalization of local women or vulnerable groups; • Potential conflict between workers and stakeholders due to lack of proper orientation for workers on local culture and traditions.	• Ensure all resettlement issues are resolved prior to the start of construction • Ensure continual community consultation, and ensure that vulnerable groups and traditionally marginalized groups are represented. All public consultation meetings are to be well documented. • Ensure establishment of functioning Grievance Redress Mechanism • Proper selection of construction workers, with priority to hiring of qualified members of project affected households or local residents • Holding of orientation to all construction workers on local customs and traditions
Traffic and Transportation During Construction: • Increase travel time due to traffic diversion to allow construction of roads; During Operations: • Increase in vehicular traffic speed due to new roads that shorten travel distance and thus reduced travel time • Reduced Vehicular Maintenance Cost due to better roads condition Reduced transport cost for commuters and cargo due to shorter distance travelled and lower vehicular maintenance cost	During Construction phase: • Conduct public information drive and install informative and cautionary signs at strategic areas along the road alignment to advise local residents and motorists of the traffic management plan, including the alternative routes • Deploy traffic aides to guide motorists and pedestrians along the construction area or alternative routes During Operations phase: • Deploy law enforcers to implement traffic rules including vehicular speed limit • Install reflective road signage for guidance of motorists • Local government to conduct regular maintenance of the upgraded roads
Public and Occupational Health and Safety During Construction: • Accidents and medical emergencies at the workplace. • Increase risk of accidents along diversion road; • Risk of the spread of HIV/AIDS,	***Construction Period*** • Prepare and implement an Environmental, Health and Safety (EHS) plan which will outline procedures for the prevention of health and safety incidents, as well as responding to emergencies such as accidents and illnesses in the workplace that require immediate attention and treatment • Make it mandatory for all workers to wear suitable

POTENTIAL IMPACT/CONCERNS	POTENTIAL MITIGATION MEASURES
STD and other communicable diseases • Delayed response to medical emergencies due to longer travel distance through diversion roads. During Operations: • Better access to basic social services • Faster response time to provide health care to local people	Personal Protective Equipment (PPE) as appropriate • Train selected workers on first aide and provide them with appropriate first aid kits • Orient workers on proper health and safety measures to be followed in the workplace • Develop Emergency Response plan and ensure provisions of First Aid boxes • Conduct public awareness and prevention campaign involving Project construction workers and adjacent communities on HIV/AIDS STD and other communicable diseases; • Arrange with nearby suitable hospitals/health clinic to treat Project staff and workers that are sick or had been victims of accidents in the workplace. • Orient ambulance drivers and emergency response team on alternative routes, and instruct traffic aides to assist the medical and emergency response teams when necessary. • Establish a code of conduct to be followed by all construction supervisors and workers that will include disciplinary action in case of gross violation of the guidelines.
Labour Recruitment and Working Conditions	• Recruitment preference given to PAPs and nearby IDPS as labourers • Fair treatment of workers, non-discrimination, equal opportunities, as well as the provision of a safe and healthy working and living conditions. • Provision of safety awareness training • Ensure security guards are provided with proper training in the use of force and appropriate conduct toward workers and the community • Ensure the use of personal Protective Equipment (PPE) for workers. • Ensure implementation of codes of conduct concerning employment and workforce behaviour (including but not limited to safety rules, zero tolerance for substance abuse, environmental sensitivity of the area, dangers of sexually transmissible diseases and HIV/AIDS, gender equality and sexual harassment, respect for the beliefs and customs of the populations and community relations in general).

POTENTIAL IMPACT/CONCERNS	POTENTIAL MITIGATION MEASURES
	• Ensure that workers have access to and are aware about the Grievance Mechanism • Ensure minimum legal labour standards as per ILO regulations (child/forced labour, no discrimination, working hours, minimum wages) are met • Provide hygienic, adequate facilities for workers, ensuring toilets and changing rooms are separated to male and female employees.

6 INSTITUTIONAL ARRANGEMENTS AND RESPONSIBILITIES

6.1 Role of Contractor (TTN Ltd)

- Responsible for implementing this ESMP during construction of roads in relation with the materials excavation and transport from the sites.
- Regularly prepare reports indicating how the recommended mitigation measures are being implemented;
- Submit the above mentioned reports to Garowe Municipality, PIU and supervision team;
- Responsible for complying with all national laws and policies and World Bank operation policies

6.2 Role of Garowe Municipality and Supervision Team

- Determine if the contractor carries out the project activities in conformity with social and environmental safeguards;
- Responsible for the supervision of the implementation of the mitigation and monitoring plans;
- Review the reports submitted by the contractor;
- Identify problems as they arise during the project implementation in relation to social and environmental safeguards; and
- Identify and address any risks to the project and its sustainability

7 IMPLEMENTATION BUDGET

The estimated budget of mitigation measures of the four roads is identified below.

#	Description of items	Estimated amount (US$)
1	ESMP familiarization and public disclosure	$500
2	Community consultation meetings	$2,500
3	GRC training workshops	$2,500
	Total	**US$5,500**

8 CONCLUSION

Implementation of the planned activities and civil work on the roads rehabilitation of SURP within Garowe City will have significant positive impact on the medium and long-term socio-economic improvements especially creation of income generation opportunity that will reduce poverty within the community.

However, implementation of the project may have some limited negative impacts related to the construction works associated with the rehabilitation works. Garowe City has therefore developed this ESMP to guide the potential environmental and social impacts associated with the project.

In consideration of the above, there are no major environmental or social issues to impede the implementation of the planned roads rehabilitation works. The benefits that will be derived from the project are significantly greater than the short-term and localized environmental and social impacts. GM has committed to allocate budget to ensure effective implementation of the ESMP.

REFERENCES

Environmental and Social Management Framework (ESMF) for Garowe SURP

Resettlement Policy Framework (RPF), SURP

Project Appraisal Document (PAD), SURP

Abbreviated Resettlement Action Plan (ARAP), SURP

ANNEXES

Annex 1: ESMP Monitoring Plan

Topic	Mitigation, Management and Enhancement Measures	Means of Verification	Responsibility	Monitoring Procedure	Date of Inspection/Monitoring	
Potential Impact					Date:	
					Findings/Observations	Corrective Action

Annex 2: Minutes of Community Consultation Meetings

The Executive Secretary of Garowe Municipality called the meeting on February 7, 2019 at Garowe Municipality meeting hall. Executive Secretary chaired the meeting and welcomed everyone to the meeting and asked one of the participants to read some verses of the holy Quran as an opening prayer and then members introduced themselves briefly. The Chair stated the objective of the meeting which was community consultation on preparation of the Environmental and Social Management Plan (ESMP) for Garowe City.

The Safeguards Specialist of SURP elaborated more on the ESMP and its requirement. He noted that community consultation is a key component of safeguards. He revealed a brief update on SURP and its intervention in Garowe and the information required to capture by the ESMP.

Participants were asked to map and share the existing environmental and social aspects that require conservation and sustainability respectively. The participants stated the current picture situation of their respective areas. Some of the key aspects mentioned were trees planting outside of their houses which is so close to the RoW and how the Municipality to manage these trees.

Attendance sheet

S/n	Name	Occupation
1	CabdiSalaan Jaamac Saalax	Businessman
2	Faadumo Maxamed Aar	PAP
3	Faarax Siciid Maxamed	PAP
4	CabdiSalaam Cismaan Maxamed	PAP
5	Dr. Axmed Abu-Shacar	Doctor
6	Siciido Cabdiraxmaan M. Daahi	Teacher
7	Farxiya Ibraahim Aden	Student
8	Dhuux Macalin Cabdulkadir	Businesswoman
9	Xaaji Xasan Xirsi	Elder
10	Axmed Cabdullahi Samatar	Security Expert
11	Xaliimo Cabdulqaadir Barre	Public Relations and Gender Director - GM
12	Maxamed Cali Maxamed	Deputy Mayor of Garowe
13	Maxamuud Cali Gurey	Executive Director
14	CabdiKaafi Axmed Siciid	Elder
15	CabdiXakiin Jaamac (Birre)	Youth Advocator
16	Cabdirashid Ciise Wayaale	Director of Social Affairs – GM
17	Faysal Cabdi Muumin	Env'tal and Social Safeguard Specialist
18	Maxamed Cabdullahi Axmed	Project Engineer
19	Siciid Axmed Shirwac	Surveyor of Garowe Municipilality
20	Maxamuud Maxamed Jaamac	Director of Public Works - GM
21	Ibraahim Caseyr	Local Council member
22	Cabdrisaaq Faarax Maxamuud	Local Council member