

# **Ethiopian Roads Administration**



## **Jimma-Chida Road Upgrading Project Environmental and Social Safeguard Performance**

**Quarterly Progress report for the months of April, May and June 2025**

**Project/Lot: EITPP I: Jimma-Chida and Sodo-Sawla Roads Upgrading Project. Lot 1: Jimma-Chida Road Section (80Km)**

**KYONGDONG ENGINEERING CO.ltd in joint venture with Oriental Consulting Global co.,Ltd and CORE Consulting Engineers PLC.**

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## List of acronyms

<b>ERA</b>	Ethiopian Roads Administration
<b>ERA- ESOSHMD</b>	Ethiopian Roads Administration Environment, Social, Occupational Safety and Health Management Directorate
<b>ESIA</b>	Environmental and Social Impact Assessment
<b>ESMF</b>	Environment and Social Management Framework
<b>ESMP</b>	Environment and Social Management Plan
<b>ha</b>	Hectare
<b>Km</b>	Kilometer
<b>L</b>	Liter
<b>M</b>	meter
<b>M<sup>3</sup></b>	Cubic meter
<b>PAD</b>	Project Appraisal Document\
<b>PAPs</b>	Project Affected Peoples
<b>RAP</b>	Resettlement Action Plan
<b>ROW</b>	Right of Way

## 1.1.EXECUTIVE SUMMARY

Jimma Chida road upgrading project emphasized the importance of regular monitoring and compliance with environmental and social safeguard standards to mitigate potential risks and ensure adherence to regulations. The Contractor has continued existing road maintenance activities. The Contractor has continued existing road maintenance activities. And, in this reporting Quarter 2.3 km of the existing road was maintained. In this reporting period, the Contractor has continued pipe construction around 39 locations & ditch construction in this Quarter. Besides in this quarter the contractor has done 2.99 % in the period of earth work and 61.06% overall earthwork up to this month.

The project team is addressing key issues such as environmentally feasible site selection, HIV/AIDS and STI prevention, gender sensitization, and worker safety and health in this reporting Quarter of April, May and June 2025. Gender sensitization tasks have been undertaken to promote gender equality and inclusivity within the project. These efforts aim to create a more equitable working environment for all project participants.

The project implemented various safety measures to enhance safety and contribute to project success in April, May and June 2025. Overall, the Jimma-Chida Road Upgrading Project is making significant progress in implementing environmental, social, and health safeguards.

## CHAPTER-1-PROJECT BACKGROUND

### 1.2.The Project Detail Description

The Road functional classification of the road project, as per ERA GDM 2013 Appendix A, is categorized as a Link Road. The traffic survey and forecast made by the design Consultant reveals that the Design Standard appropriate for the project road, as per ERA's Road functional road classification Table 2.1, is DC6 and DC5 for the secondary road at Dedo Sheki town. The project road will have an Asphalt Concrete (50mm) paved carriageway width of 7.0m and double bituminous surface treatment shoulder 2 x 1.50m at rural sections.

The existing pavement on the entire length of the project is characterized as good gravel-surfaced road with an average formation width of 6m to 7m with 0.5m shoulders on both sides. The existing gravel road has lost the camber slopes in most of its sections. The required super elevations are not also maintained in some of the road sections. There are some deep cut sections with steep side slopes in the mountainous sections and the average fill height is 0.5 - 1.0 m on the flat terrain of the project road.

Total Contract time for completion of the Construction Works of the project is 1460 calendar days (48 Months) and the defects liability period is 365 calendar days (12 Months). The Contractor is responsible for the execution of all the contracted works and completion of such works and remedying of any defects therein. The Consultant will carry out all duties and responsibilities of the Engineer as stipulated in the Contract document throughout the duration of the construction works including the defects liability period.

#### □ **Socio-economic and environmental condition of the project influence area in brief.**

The construction of the project road creates subsequent increase and utilization of agricultural inputs and services that will result in increased production, higher farm gate prices for local produce, resulting in higher incomes to the farming households. It is also expected that employment opportunities for the local labour force will be created; it can be assumed that this will be a significant contribution to the reduction of poverty at the household level.

## **Geographic and Administrative Location**

The project road is located in South-Western part of Ethiopia in two regional states, namely in Oromia and Korta Zone Administration of South West Region of Ethiopia. It crosses three woredas (two woredas in Oromia and one woreda in SNNPRS). It starts at the junction connecting the Jimma - Chida and the Jimma - Mizan Roads at the outskirts of Jimma town, which is about 346 km Southwest of Addis Ababa, and it terminates in Chida town. The total length of the project road is 80 km. The woredas crossed by the project road include Seka Chekorsa and Dedo woredas in Jimma Administrative zone of Oromia Regional State and Korta special woreda in Southern Nations and Nationalities and People's Regional State.

## **Land Use and Livelihood**

The project corridor is densely populated and used for intensive farming, plantations, and livestock grazing and human settlements. The livelihood for the majority of the population in the project area is mainly dependent on mixed agriculture (crop and animal husbandry). The farming system is dependent on smallholder farming which is mainly practiced through traditional methods of hoe cultivation and oxen plough. The major cereal crops that grow in the corridor include maize, teff, sorghum, wheat and barley. Among the above cereal crops, maize is widely growing in all the three woredas and is the main source of food and cash. Cattle, sheep, goats, donkeys and horses are the major livestock type reared in the area. Apart from farming and small-scale trade of agricultural produces and other consumables there is very little economic activity.

The settlement pattern of the population residing in the above three woreda is dispersed and mainly concentrated in rural settlements that are mainly at lower-level socio economic development. The above woredas lack adequate social services and other infrastructural services, such as road and communication networks. There are only two major towns that are located along the project road corridor namely Sheki and Chida.

## **Demography, Ethnic Groups and Religion**

The total population in the woredas traversed by the project road is estimated to be 735,056 as per the population projection values of 2016 at Zonal and Woreda levels, Central Statistical Agency (CSA).

The people in the three project woredas belongs to Oromo and Konta ethnic groups. Oromos resides in Dedo and Seka Chekorsa woredas, while Konta ethnic group are from Konta special woreda. Demographically, the Oromos are the largest ethnic group in the road corridor. Religion wise, the Oromos are predominantly Muslims, while people in Konta Zone Administration and woreda are mainly Christians.

There are two major languages that are widely spoken in the project influence woredas. In Konta special woreda the large majority of the people speak Dawero as their first language; and in Dedo and Seka Chekorsa woredas the large majority (almost 99%) of the people speak Afan Oromo (Oromiffa) as their first language.

### **Economic Activities**

As it is known, agriculture is the main stay of the rural community of Ethiopia including the Jimma-Chida Road Upgrading project areas. Therefore, available information indicate that agriculture provides foodstuffs, industrial raw materials, generates employment opportunity for more than 80% of the economically active population (15 - 64 years of age), accounts the biggest share (85%) of the export items and constitutes the larger share of the GDP of the country. The most important areas of agriculture for the rural community including the project woreda are crop production, coffee, different fruits and animal husbandry.

According to the information from the project woreda, the livelihood for the majority of the population in the project area is mainly dependent on mixed agriculture (crop and animal husbandry). The farming system is dependent on small holder farming which is mainly practiced through traditional methods of hoe cultivation and oxen plough. The land use distribution shows that in all woredas more than 42 - 45% of the land is cultivated land and is used to grow different type of crops. The other land use types include grazing, bush and forest, marshland, settlement and others. The economic activities undertaken in the towns and villages along the proposed road corridor are engaged on traditional mixed agriculture (80-90%), commerce and small petty trading (5 - 10%) and small-scale business and catering services and employment at government and private sector.

The available data indicates that, at Dedo woreda and Ela Enchano woreda the cultivated crop types are maize, sorghum, teff etc. For the purpose of increase crop cultivation of chemical

fertilizer and improved seeds were distributed to the farmers in the area. The farming being done under irrigation is said to be covered minimal of the cultivated areas. The dominant crop types cultivated are maize, beans, teff and sorghum. As per the information from EIA and the project woredas office, livestock production is the second most important means of livelihood for the rural community. They are used as sources of power for tillage, means of transportation of goods and people, as sources of meat and cash income.

### **Other Economic Activities**

Other economic activities like petty trading, agriculture and some catering services are also commonly practice in the project area. The size of the population engaged in this field is said to be small in size and such kind of activities are mainly managed by urban residents. It is also noted that commerce and small-scale business as well as employment at government and private sectors are some of the means of livelihood for urban community. Both agricultural and non-agricultural business could be further strengthening following the implementation of the road upgrading project.

### **1.3. Scope of the report**

This report covers main activities conducted by the project or supervision consultant Sociologist Environmentalist, and Safety officer during the reporting period from April, May and June 1 to April, May and June 31, 2025 and the outcomes of these activities.

Project progress is being made in accordance with the objectives set forth in the Project Documents, without major deviations. Similarly, the proposed implementation arrangements are completely in place and functioning well, as desired and envisaged in the project document. Thus, there is no need to modify the implementation arrangement, as proposed earlier.

### **1.4. Methodology used to collect data for the report**

- A. **Social management principles such as inclusion**, participation, transparency, social accountability and social safeguards are considered at different stages of operation and maintenance were used. The social screening and community consultation identified some key social issues or impacts (both negative and positive) that need to be brought under social management and monitoring plan.

**B. AfDB Safeguard Policies and the joint experience of the International and National environmental issues used and consulted ESIA.**

**C. Consultative meeting with different stakeholders** such as Woreda administration, available businesspersons, available local people, representatives of the community etc., male and female community participants has done to know their attitudes towards the proposed subproject, its impact and their feedback, and suggestions on mitigating the potential negative impacts and enhancing the positive impacts of the project were used.

**D. Review of Environmental and Social Management Plan (ESMP)**

**Environmental Management Plan** Environmental management plan specifies mitigation and monitoring actions with periods, specific responsibilities assigned and follow-up actions defined. Major negative impacts and proposed mitigation measures responsible bodies for the various actions are summarized as part of the EIA, which should be closely monitored and supervised by ERA have been out-lined. Implementations of these measures have to be carried out at different stages of road construction & operation phases.

**Environmental Monitoring Plan** Environmental monitoring shall be conducted with the following major objectives:

- i) To ensure the proper implementation of the mitigation measures in line with the EIA proposal (compliance monitoring)
- ii) To avoid some safety violation, poor practice or noncompliance with contractual safety requirements.
- iii) To compare the environmental conditions and changes of the project area after project implementation with that of pre - project situation (Effects monitoring).

The contractor should comply with terms and conditions specified in the contract document. None compliance to any of the environmental clauses and mitigation management plan should be monitored regularly and reported to the resident engineer, who will take timely action to rectify. The contractor is subject to penalty for none compliance.

Monitoring of safeguards during and after project implementation is an integral part of any donor funded project. Hence, the consultant adopts a safeguard monitoring process based on document review and field checks that is acceptable to donor agencies.

*Background data and information was obtained from published and unpublished sources, e.g., on: climate, topography, geology and soils, natural resources, flora and fauna, agriculture, and socio-economic data.*

### 1.5. Project Activities Conducted in April, May and June 2025

The Contractor has continued existing road maintenance activities. And, in this reporting Quarter 2.3 km of the existing road was maintained. In this reporting period, the Contractor has continued pipe construction around 39 locations & ditch construction in this Quarter. Besides in this quarter the contractor has done 2.99 % in the period of earth work and 61.06% overall earthwork up to this month.

On material production, the Contractor has continued production of borrowed material for road maintenance & embankment works and Sub-base material. Besides, the crushing of base-course and asphalt aggregate at the crusher site has continued in the reporting Quarter.

Major Activities in the Reporting Period	Previous Accomplishment	April,	May	June	To date
Road Maintenance (Km)	63.83	1.1	0.7	0.5	66.13
Drainage (%)	10.04	0.45	0.49	0.15	11.54
Earthwork (%)	58	1.06	1.67	0.33	61.06
Sub-base Construction (%)	30.69	5.3	2.31	1.83	40.13
Bas-course Construction (%)	20.67	3.28	1.21	2.66	27.82
Asphalt concrete work (%)	16.05	3.05	1.39	2.77	23.26

## Chapter 2. ENVIRONMENTAL PERFORMANCE AND STANDARDS

Proposed interventions which may cause potential environmental impacts during construction phases have been identified. Accordingly, the guidance of the African Development Bank EMP specialists' comments has been consulted.

The Project Implementation Unit (PIU) adequately staffed with skilled and permanent E&S specialists. Further, they have resources finance and equipment to carry out optimal field visits and supervisions.

### 2.1. Status of implementation of risks & impacts management measures to date

#### Key actions and activities of April, May and June

The ESHS Team of the Jimma-Chida Road Upgrading Project has made significant progress in resolving various issues related to environmental and social aspects in April, May and June 2025. In this quarter period the ESHS team of the Jimma-Chida Road Upgrading Project conducted several activities and has made significant progress in resolving various issues related to environmental and social aspects

- Borrow production is actively done for sub-base at km 29+020 LHS offset 6.3 km by contractor.
- Blasting at quarry 29+020 LHS offset 8.7 km conducted by the contractor on April 14, 2025 and June 14, 2025 for the production of base course.
- Roadside showering of sub-base, villages, campsites and active working sections are initiated and continued to minimize dust pollution.
- Base-course production at crusher 29+020 LHS and mobile crusher at km 8+620 RHS is continued.
- In June, 2025 Clearing of new crusher installation area and quarry area is started and initiated at km 68+000 RHS.
- Second extension of site possession for quarry site at km 31+800 RHS offset 50 m is requested by the contractor and approval was given by the consultant.

- Rehabilitation and reinstatement efforts have commenced for two spoil areas at km 22+300 (RHS) and km 27+040 (RHS).
- Base-course material production continues at the mobile crusher (km 8+620 RHS) and crusher 29+020 (LHS).
- Spoil area at km 34+740 LHS offset 71.35 m has been requested by the contractor for spoil disposal.
- Borrow production for sub-base at km 22+930 LHS offset 1.13 km is continued by contractor.
- Second extension of site possession for quarry site at km 8+750 LHS offset 792.19 m approved by supervision consultant as per the contractor's request.
- The consultant intermittent environmentalist, sociologist and contractor environmentalist has been visited the active sites on the project corridor on June 14 and 15 and pointed out all Environmental and Social concerns seen.
- Community consultation was conducted with BOCHO BORE community around Km 52 surrounding to discuss issues related with the community. Further, consultation will be conducted to get their feedback.
- Konta zone administrators, Chida town mayor, ERA, Consultant and Contractor representatives together held site visit at km 68+600 RHS quarry and crusher installation and undergone meetings about the implementation of site specific environmental and social management plan on the site.
- Federal Environmental Protection Authority auditors have been visited our project site from April 12 to 13 and raised all Environmental, Social Occupational Health and Safety issues then, comments points seen on the site.
- The Ethiopian Roads Administration Environmental and social team leader has been visited our project site from June 10 to 11 and raised all Environmental, Social Occupational Health and Safety issues on the implementation of previous action plan then, comments points seen on the site. After visiting the site, the meeting is held in Jimma

Project Management Office (JPMO) with all concerned bodies to implement action plan raised by the team leader.

The project has established a monitoring system to ensure that the project does not negatively impact vulnerable groups. This includes regular project monitoring to ensure that vulnerable persons are not harmed. Monitoring of safeguards during and after project implementation is an integral part of any donor-funded project. Hence, Sociologist adopts a safeguard monitoring process based on document review and field checks that is acceptable

### **2.1. Main Environmental Issues**

Major tasks performed during the Quarters of April, May and June 2025 by Environmentalist is given below:

- Giving recommendations and approval on the proposed spoil sites based on the site investigations and observations and using secondary documents.
  - Monitoring/ site assessment of the project site
- Road maintenance activities were carried out to address areas impacted by construction activities.
- Drainage Improvement Measures have been taken; Stone-paved ditches were constructed at various kilometers to enhance drainage efficiency within the project area.
- Soil Erosion Mitigation: Ditch cutting activities were conducted at different kilometers to minimize soil erosion and promote environmental sustainability.

Monitoring of environmental safeguards includes: -

- ✓ Document review of physical progress of the project
- ✓ Physical verification at site for
- ✓ Adherence to EMP
- ✓ Safety and other risks

- ✓ Stakeholders/Community consultation
- ✓ Documentation of findings (including photographic evidence)

Overall, the project demonstrated a commitment to environmental and social safeguard performance through proactive measures, monitoring processes, and compliance with regulatory requirements to promote sustainable practices and minimize adverse impacts on the environment and local communities. The project has put in place a monitoring system to ensure that the project does not have a negative impact on vulnerable groups. This includes regular project monitoring to ensure that vulnerable people are not harmed. Monitoring safety precautions during and after project implementation is an essential part of every donor-funded project. Therefore, the ESHS team applies an acceptable security monitoring process based on document review and field inspection.

#### ☞ **Material Sites and Spoil Area**

In this reporting period April, May and June 2025, borrow 54+200 RHS offset 50 km has been actively extracted borrow pit and excavated material sources for road maintenance between km 30 to km 75.

About seven borrow pits were opened by the contractor, and one of them are active by now since dry season which is very important and comfortable time for road construction is started, additionally the time is easy for machine operation. In April, May and June, there is no borrowing pit and quarry site which is closed and reinstated by the contractor. All borrows and quarry sites that are active are on working, and not reached at reinstatement stages since they are opened. The borrow pit shall be utilized by strictly following and implementing the mitigation measures stated on the SSEMP documents of each material site.

The contractor requested for spoil area at Km (26+500 RHS) in May 2025 and approval was given in this reporting period. In selection of the spoil area the consultant has carried out a thorough investigation on which areas can potentially be used for spoil disposal. Additionally, the consultant advised consultations with local communities, woreda, and kebele administrations are crucial for land acquisition. There should be strict monitoring and reporting of any non-compliance with

environmental clauses and mitigation strategies. For the purpose of constructing the road, only appropriate locations will be permitted.

- ❑ **The compliance status of the project against the environmental policy, proclamations and standards of the Government of the Federal Democratic Republic of Ethiopia and the environmental safeguards policies of the African Development Bank.**

The project is in full compliance with the environmental policy, proclamations, and standards of the Government of the Federal Democratic Republic of Ethiopia and the environmental safeguards policies of the African Development Bank. Regular audits have been conducted to ensure ongoing compliance.

## **2.2. Updated ESMP (Status)**

The contractor took into account all of the suggestions made by the supervision consultant regarding the Environmental and Social Management Plan of the Jimma-Chida Road Upgrading Project. It is commonly known that the Environmental and Social Management Plan must be reviewed on a regular basis to determine whether environmental controls and procedures are still appropriate for the activities being carried out, as well as to evaluate the plan's efficacy and applicability.

According to Ethiopian Law of Environment, the project proponent and the contractor has a responsibility to carry out environmental concerning issues to protect and monitoring plans as well as to mitigate the implementation of the measures required on the detailed environmental impact. Environmental inspectors supervise the implementation of environmental management plan (EMP) at the project level.

*N.B. The contractor is also responsible for internal monitoring of the implementation as well as preparation of environmental report. The ESMP Plan is functional and the supervision consultant is monitoring each activity as per the plan.*

## **2.3. Environmental Related Activities that Performed on April, May and June**

### **2.3.1 Water, Air and Noise**

Impacts on Water Resources

Water is one of the major local resources required for construction and domestic uses. Water for construction of structural purpose and showering of the access road is from Offole and Unta River. Water used for campsite is coming from the deep well of Jimma town. However, the water supply along the corridor could not accommodate the water demand of the construction work force for domestic uses. Therefore, prevention of water pollution, development of own source for domestic purpose, and negotiation with exiting users before any abstraction of water are some of the measures to reduce the impacts.

Construction of box culvert and runoff from the construction activities can affect the downstream water quality, water pollutions can also arise when oil, fuel, processing of asphalts and paints find a way into the water bodies. Moreover, sedimentation resulting from excavated soils, disposed of wastes and landslides can affect downstream watercourses. But on the project site the river is seasonal and amount minimized. These impacts can arise not only at the construction site but also at quarries; borrow pits and materials storage areas serving the project.

### **Mitigation Measures**

- The contractor should avoid deliberate and accidental water pollution resulting from spills (oils, grease and fuel) and disposal of wastes to watercourses.
- Prohibit washing of construction machinery and vehicles near to watercourse.
- Drainage diversion systems should be installed at potential sources of containment runoff sites (workshops, chemical, and fuel and vehicle maintenance).
- Protect contamination of land, surface water and ground water caused by spillage and leakage from the storage of hazardous materials including fuel, lubricants, chemicals, hazardous substances, or hazardous wastes.
- The contractor should at all costs avoid conflicting with the water needs of local communities. Any form of water abstraction by the contractor and his/her subcontractors shall be on the permissions of the local communities and authorities.
- The contractor should develop its water supply for domestic purposes at the main campsite.
- Throughout the project route, the water bodies are seasonal and no surface water like river, lake and pond that can be contaminated or polluted due to the project activities.
- Water tanks and containers used as storage of water for cleaning purpose of workers in the camp for cloth washing and bathroom is filled from deep well that is coming from Jimma

town. In addition to this the water used for detour road and crusher jaw dust showering is pumped from the nearby rivers to overcome dust emission.

## Noise

Noise and air pollution at the construction sites were minimized through proper maintenance of equipment and vehicles in accordance with the relevant standards. Precautionary measures implemented were: -

- All construction equipment is conforming of the standard of less than 75 dB
- All the vehicles and construction machinery shall be monitored regularly with particular attention to silencers and mufflers to maintain noise levels within the specified limits.
- Special consideration has been provided to protect workers from harmful and long exposures to noise originating from construction machinery. Compressor and crushing operators are wearing his/her earmuffs while working.
- Under the construction of Jimma-Chida Road Upgrading project noise problem is not adverse. The noise observed at the crusher plant area is not exceeding the Environmental Protection Authority (EPA) standard.

## Dust

Following measures shall be taken to mitigate the effect of road construction operation over ambient air environment during this specific reporting period.

- Regular spraying of water on the entire road and campsite during the process of loading and unloading, but now a time, there is no need of spraying, because of summer time.
- To reduce dust generation during plying of tippers over haul road, water is sprinkled using a machine.
- Regular maintenance of vehicle and machinery shall be carried out in order to control emissions.
- Dust suppression techniques would be implemented, such as applying water or non-toxic chemicals to minimize dust from vehicle movements.

- To minimize air pollution from earth moving machineries water would be sprayed inside camp area and construction sites and loose of soil would be compacted and construction machinery would be maintained regularly.
- The project road is the road that is going to Koyesha and GIBE III Mega dam project construction that enhance high traffic load that aggravate dust emission during dry season.

To address dust nuisance during the dry season, the contractor is taking mitigation actions, primarily by showering the road with water. The project has around seven (7) shower trucks deployed to help suppress this dust. Dust emissions at the crusher plant site are being controlled and minimized by regularly applying water to the dusty surfaces and the crusher's jaw through a hose. Currently, no dust suppression is being implemented since it is summer.

### **Waste management**

It is obvious that, road projects will generate both solid and liquid wastes, including domestic wastes from construction sites and worker camps. This could/may result in water resources contamination and in an unauthorized disposal and littering if not properly managed. The liquid domestic or waste water that produced at the workers bathroom and from dining room is collected to well-constructed septic tank. The waste categorized and generated in the project are:

**Domestic Wastes:** - are wastes that are easily compostable and not as such adverse impact on natural environment and are wastes produced from lefts of food and vegetables generated at dining room. These types of wastes under the contractor camp are collected and dumped in the excavated pit.

**Recyclable Waste:** - are wastes that to be reused by recycling company like used tires, wood, plastic and metal scrap that are not easily weathered and compostable.

**Hazardous Wastes:** - wastes that are contaminated and need proper management from natural environment that contaminate soil and surface ground water pollute, like machine oil, oil filters, grease are stored and managed well around garage. No hazardous wastes, no dangerous wastes were generated during the specific reporting period. The sites were handed under the condition of further obligatory cleaning improvement.

Waste Water: - from bathrooms, restrooms, dining rooms, toilet and the campsite activities are being collected in safety tanks through underground pipe line for later disposal site.

Generally, the wastes are collected to the camp waste collection area by assigned waste collectors and are on progress at project level to make the camp litter free. Recyclable wastes are collected and transferred to recycling companies to generate more income. According to the national and international laws of environment, burning of wastes is prohibited. Particularly in the reporting period or April, May and June Quarter about 37 kg of wastes are collected. This waste management system will continue by the contractor to avoid wastes to pollute the nearby communities and protect the environment as much as possible.

### **Spill prevention**

- All petroleum and chemical materials kept of the impermeable base and fenced. Such storage areas to be arranged outside from any water courses/water-logged areas.
- Areas for repairs in construction camps organized on the impermeable base with drainage to collect oil spills. Vehicle repairs on the open ground will not be allowed.
- Fuelling of shall be under strict control and regulated by the formal procedures. In all such areas oil/fuel pans shall be used.
- All the valves and filling nozzles must be protected from unauthorized access or vandalism and locked up, when it is not in use.
- Tanks and drums have clear marking about their content. It is necessary to avoid any pollutants getting into water sources.

If a spill occurs because of leak, the source of the leaks needs to be isolated and stopped as quickly as possible. Possible sources of leaks may include, but not limited to, damaged hydraulic hoses, faulty valves, damaged drum/tank or similar vessel. Contaminating materials may include diesel fuel, hydraulic oil, gear oil, gasoline, and paint thinner and chemicals using at concrete works. During April, May and June 2025 reporting period, the contractor was wisely refueling the machines, trucks, during maintenance of cars, using of drip trays to avoid spill prevention and contamination of soil and there are no spills were exposed to the environment and maintenance

workers always aware of their works. Some of the observed works for prevention of spill during April, May and June are:

- At the campsite (22+100 RHS) main refueling area has hard-standing and spill control.
- Repair area is in good condition and improved use of oil/fuel pans could be considered.
- Fueling controlled but requires ongoing attention.

Generally, the contractor spill prevention activities were satisfactory and some minor departures from correct practice have not been seen at main camp maintenance (garage). Precasting areas where formalized refueling areas with hard-standing and bunding are needed.

### **Soil Erosion Control**

The land acquisition and occupation both for road line and for ancillary activities like material site development, access and detour road construction, locating garages, etc. should be in accordance with the requirements of Ethiopian Rural Land Administration and Land Use Proclamation No 456/2005 taking into account restrictions given, therefore:

- ✓ Limit and clearly delineate quarry and borrow material production areas;
- ✓ Stockpile the overburden and topsoil removed for later use;
- ✓ Divert and/or extend drainage channel away from property, crop fields and settlement sites.
- ✓ Rehabilitation of excavated and paved land surface as soon as possible

All the above points are specifically applied by the contractor to avoid the soil erosion due to the construction activities and will be continued for the next month.

### **2.4. Positive effects of the project**

The project has so many advantages both during construction and after completion. The positive outcomes expected include:

- Reduced travel time and vehicle operation cost;
- Improve the riding comfort of the road;

- Better access to health and education facilities;
- Better access for local producers to central markets;
- Initiates investors to come to the area and to invest;
- Job opportunities and construction skill development in the area and others.

## **2.5. Negative effects of the project**

The main negative effect of the project is the direct and indirect influences of some activities on the environment during their execution process.

Accordingly, the Contractor must employ the appropriate measures for the following negative impacts:

- Smoke dust
- Vibration and noise
- Industrial and living wastes
- Water resource
- Effect of development of borrow pits and quarries
- Deforestation and degradation of the environment due to the construction
- Spread of sexually transmitted diseases (STD) and HIV/AIDS
- Pressure on local services and facilities

In addition, due attention must be given to ecological resources, resource with archaeological value, landscapes etc. and acted upon to minimize the negative effect.

As far as safety is concerned, at least the following must strictly be executed by the Contractor:

- Traffic safety assurance
- Working safety assurance
- Safety assurance for the public

## **2.6. General precaution to be taking at environmentally sensitive areas in the project**

Some of the road construction effects on the environment are unavoidable; however, the effect could be minimized with due care given by the contract implementing parties. Thus, the Engineer as part of the implementing parties forward the following measures regarding the environmental aspects:

- Utmost advice shall be made to the Contractor to use the available existing quarries and materials obtained in due of the construction than looking for developing of borrow and quarries in small intervals, to minimize the environmental degradation;
- Preliminary quality testing and through investigation shall be performed at proposed material source sites to verify the quality and extent of the material before possession granted and production commenced;
- Where the topography of the project corridor dictates the Construction of costly new temporary diversion road in escarpment, mountainous and hilly terrains, the Contractor is encouraged to plan half width construction;
- The Contractor's traffic management plan will be evaluated with due attention, in respect of the diversion road maintenance, continuous watering and maximum utilization of the existing diversion road, abandoned existing road and half width construction will be encouraged;
- Suppress the dust emanating from construction activity using different techniques which are friendly to the environment;
- Attention shall be given by the Contractor to germinate and plant trees, especially the indigenous ones, in the camp sites and affected roadsides, quarry areas, etc.
- Spoil ground selection will be given due attention not to aggravate the environmental degradation rather need to be scheduled to improve the environmental scenario with grass growing, fill gullies and gorges, etc.
- The Contractor shall also be advised to establish proper sanitation system at the camp compound.

## **CHAPTER-3: THE PROJECT SOCIAL SAFEGUARDS STANDARDS & PERFORMANCE**

### **3.1. Major social issues addressed and resolved.**

The objective of the Social Safeguard Assessment is to address and assess potential social safeguard compliance including need for land acquisition, physical displacement of people and loss of livelihood. This report also deals with participation of communities and uses GRC in the project implementation process. This report contains a description of the project area, social screening and impacts, and consultation, impact mitigation measures, grievance resolution process, labor management issues, implementation arrangements, monitoring and supervision.

The contractor has provided a temporary access road from km 4 to 30 to ensure easier passage for communities and animals. The HSE team is conducting training on environmental, safety, and social awareness for both the workers involved in the project and the local communities. The Grievance Redress Mechanism (GRM) is actively participating in the project by addressing various grievances and working to resolve them through the appropriate grievance redress procedures.

There are several tasks carried out to meet the following objectives:

- Regarding gender awareness and IEC distribution this Quarter reporting period there were campaign works carried out to increase awareness regarding gender equality and encourage women's participation in all aspects of activities (social and economic) to enable them to play their role in the efforts being made to develop their community. The sessions were held for 156 Female and 124 Male attending the total of 280 participants. And, a total of 216 IEC materials (160 leaflets and 56 posters), were disseminated, contributing to awareness and positive behaviour change within the community
- HIV/AIDS and STD's Alleviation tasks were conducted. During April, May and June 2025 reporting period, to reach each household in the project corridor villages in an easy and efficient way, t, the contractor organized educational campaigns that successfully reached participants, 857 including 587 Men and 272 Women.

- To inform and consult the affected people to make them aware about the project activities and take feedback to prepare Social Management Plan summarizing mitigation measures, monitoring program/ mechanism, institutional arrangement and presenting budget for resettlement.
- Through assessment of social safeguard issues and impacts - major objective is to assess and identify all the possible socioeconomic and resettlement impacts including impacts on women, poor and vulnerable.

### **3.2. Monitoring of Social Safeguards**

The project has established a monitoring system to ensure that the project does not negatively impact vulnerable populations. This includes regular project monitoring to ensure that vulnerable populations are not harmed. Monitoring of safeguards during and after project implementation is an integral part of any donor funded project.

This report summarizes the social safeguard compliance and monitoring for the period April 1 to and June 30. Project progress is being made in accordance with the objectives set forth in the Project Documents, without major deviations. Similarly, the proposed implementation arrangements are completely in place and functioning well, as desired and envisaged in the project document. Hence, the ESHS team adopts a safeguard monitoring process based on document review and field checks that is acceptable to donor agencies. Thus, there is no need to modify the implementation arrangement, as proposed earlier.

Overall, this comprehensive report offers a detailed analysis of the material sites, asphalt mix plant, and spoil areas, providing stakeholders with a comprehensive understanding of their status and implications. The findings presented in this report will add to the development of sustainable and efficient strategies for the management and utilization of these sites.

#### **3.2.1. Scope Of Monitoring**

Monitoring is a major part of the social safeguard compliance to ensure that its goals are met. The project consultant has been preparing Quarterly progress reports. The PMO with the assistance from specialist consolidate their reports to develop them into a semiannual monitoring report and then it is submitted to AfDB. This report describes the progress of the implementation of activities;

compliance issues and prescribes necessary corrective actions. In addition, the report also details whether the Social and Environmental goals are being achieved or not. Any problems or issues identified will be followed-up (including recommendation related to mitigation measures and supplementary budget) and learning from such activities will be recorded that will help to deal with similar issues more effectively in future.

Some of the road construction effects on the environment are unavoidable; however, the effect could be minimized with due care given by the contract implementing parties. Thus, the Engineer as part of the implementing parties forward the following measures regarding the environmental aspects:

- Utmost advice shall be made to the Contractor to use the available existing quarries and materials obtained in due of the construction than looking for developing of borrow and quarries in small intervals, to minimize the environmental degradation;
- Preliminary quality testing and through investigation shall be performed at proposed material source sites to verify the quality and extent of the material before possession granted and production commenced;
- Where the topography of the project corridor dictates the Construction of costly new temporary diversion road in escarpment, mountainous and hilly terrains, the Contractor is encouraged to plan half width construction;
- The Contractor's traffic management plan will be evaluated with due attention, in respect of the diversion road maintenance, continuous watering and maximum utilization of the existing diversion road, abandoned existing road and half width construction will be encouraged;
- Suppress the dust emanating from construction activity using different techniques which are friendly to the environment;
- Attention shall be given by the Contractor to germinate and plant trees, especially the indigenous ones, in the camp sites and affected roadsides, quarry areas, etc.

- Spoil ground selection will be given due attention not to aggravate the environmental degradation rather need to be scheduled to improve the environmental scenario with grass growing, fill gullies and gorges, etc.
- The Contractor shall also be advised to establish proper sanitation system at the camp compound.

**ESMP inspection:**

In the reporting period of April, May and June 2025 Federal government representatives (ERA Environmental and Social Officer) has been visited our project corridor Jimma-Chida Road and raised issues on the implementation of previous action plan and all the project activities on Occupational, Health and Safety concerns as usual be monitored by supervision consultant and all responsible Environmental, social and safety representatives from the contractor. After the site visit, agreed action plan to be corrected prepared by the expert and signed between the contractor and consultant.

The Ethiopian Roads Administration Environmental and social team leader has been visited our project site from June 10 to 11 and raised all Environmental, Social Occupational Health and Safety issues on the implementation of previous action plan then, comments points seen on the site. After visiting the site, the meeting is held in Jimma Project Management Office (JPMO) with all concerned bodies to implement action plan raised by the team leader.

Further in the reporting period the contractor and the supervision consultant ESHS team conduct an inspection. The consultant intermittent Environmentalist, Sociologist and the Contractor Environmentalist has been visited the active sites on the project corridor on June 14 and 15 and pointed out all Environmental and Social concerns seen. Any non-conformances are noted on the site and ought to be corrected prior to the subsequent inspection period.

The contractor and supervision consultant conduct regular site inspections to ensure adherence to standards.

### 3.2.2 Monitoring Reporting Requirement

The social safeguard component of each project including of RP implementation activities has been closely monitored internally by the supervision consultant and PMO. The analysis of the information and reporting has been carried out with review of secondary information and regular reports from the Project Implementation Support Units.

#### Document review of physical progress of the projects by

- Sector
- Physical verification at site for
- Adherence to the contract document
- Stakeholders/Community consultation
- Grievances
- Documentation of findings (including photographic evidence of disbursements, site conditions)

#### Compliance status with National/State/Local statutory requirements;

There has been successful Implementation of social safeguard policy, including involuntary resettlement and indigenous people till date in the project. The Environmental Policy of Ethiopia (EPE) of the Federal Democratic Republic of Ethiopia (FDRE) was approved by the Council of Ministers in June 1997. It is based on the Conservation Strategy of Ethiopia (CSE), which was developed through a consultative process over the period 1989-1995.

- A. The Project has been striving to adhere and meet all the Social Covenants stipulated in the Project Documents and have met all the compliance requirements of the Government of Ethiopia.
- B. National HIV/AIDS Policy and ERA's HIV/AIDS Policy at Work Places. Having understood the magnitude of the HIV/AIDS pandemic and its paramount impact on humanity.
- C. National Policy on Women This Policy was issued in May 1993 emphasizing that all economic and social programs and activities should ensure equal access of men and women to the country's resources and in the decision-making process, so that they can benefit equally from all activities carried out by the Federal and Regional Institutions.
- D. ERA's resettlement/rehabilitation policy framework (RPF), issued in February 2002 and

revised in December 2006, contains various elements that ERA should follow regarding compensation procedures. The RPF also clarifies the principles of reinforcement measures for the positive social impacts and mitigation measures for addressing negative social impacts induced by road projects.

- E. ERA prepared the Standard Technical Specifications (2002) which specifies among others acceptable environmental standards for the preparation of the road project design and contract document. The standard under division 1600 deals with environmental protection and mitigation measures. It mainly covers landscape preservation, temporary soil erosion control, preservation of trees and shrubbery, preservation of water pollution, abatement of air, dust, noise and lighting pollution, preservation of historical, archaeological and cultural remains and clean up and disposal of waste materials. Moreover, under division 1400 it deals with accommodation, sanitary arrangements, water and other social services. These standards specified regarding the social and environmental protection have been used appropriately in the preparation of this periodic report.

### **3.3.HIV/AIDS and STD's Alleviation Program and Gender Sensitization and Gender Based Violence Reports.**

#### **3.3.1. Implementation of HIV/AIDS and STD's Alleviation Program**

In this Quarter Period from April, May and June 2025, the contractor organized educational campaigns that successfully reached participants, 857 including 587 Men and 272 Women. These campaigns were specifically designed to raise awareness about the transmission of sexually transmitted diseases and HIV/AIDS and targeted construction workers and the communities living near construction sites and along the road.

In this quarter reporting period of April, May and June 2025, 63 people (28 Male and 35 Female) were referred to the Dedo SHEKI town Health Center, where they received voluntary counseling and testing. Banners are an effective way to raise awareness.

Banners are an effective way to raise awareness. In this quarter reporting period of April, May and June 2025, the HIV/AIDS alleviation team distributed a total of 226 banners, leaflets, and IEC materials. These materials were exhibited both within and outside the campsite, targeting areas with a high concentration of construction workers. The front of the campsite, teeming with both visibility and a youthful audience, was strategically chosen for banner placement. In addition, banners were posted around the main camp, surrounding communities.

Further, in this quarter reporting period, the HIV/AIDS sub-contractor provided a condom by putting in the condom boxes near toilets and shower rooms for site worker. In addition to awareness campaigns, the contractor took proactive measures to prevent the spread of sexually transmitted diseases and HIV/AIDS by distributing 1130 free condoms. These condoms were put in 15 outlets specifically designed for construction workers. By providing easy access to condoms, the ESHS team aimed to promote safe sexual practices and encourage responsible behavior among workers, thereby reducing the risk of sexually transmitted diseases and HIV/AIDS transmission.

### 3.3.2. Gender Sensitization and Gender Based Violence Reports

In this April, May and June 2025 report, the gender sensitization sub-contractor provided awareness creation training and organize women's and men's groups for men and women at the school and kebele level.

During this Quarter reporting period there were campaign works carried out to increase awareness regarding gender equality and encourage women's participation in all aspects of activities (social and economic) to enable them to play their role in the efforts being made to develop their community. The sessions were held for 156 Female and 124 Male attending the total of 280 participants. These sessions were held at campsite and also in nearby areas, particularly in Sheikh town where the project camp is located. More than participants attended these educational campaigns, gaining valuable insights into gender-related issues. The gender specialist has visited many of the female project workers in their workplaces and gave to them a comprehensive understanding on what gender-based violence is and its risk factors on the public health and society wellbeing as well as on overall development of the country.

Since, the contractor needs all the project staff to be on their duty on active working hours, it has been difficult for our gender specialist to ask workers to spare their time and attention for the awareness creation sessions. Therefore, the gender sub-contractor created a telegram group

Channel with a name “HILAS consultancy Gender Sensitization, Jimma Chida Road project” and added most of the project staffs on the group by collecting their phone number from HR office at the project site. The telegram groups channel (HILAS consulting gender sensitization in Jimma Chida Road upgrading project); Telegram application made easy for sharing educational notes, videos and provide feedbacks. The application allows to interact with Colleagues and project workers, who we would not otherwise be able to communicate by this level with in traditional teaching campaigns. It promoted gender related issues and encouraged discussion among group members. This enables us to deliver messages for most of the project staffs without time and location barriers. It also lightens up a peer group discussion between project team when they receive our message and notification wherever they are.

During this quarter reporting period of April, May and June 2025 a total of 216 IEC materials (160 leaflets and 56 posters), were disseminated, contributing to awareness and positive behaviour change within the community. These materials covered various topics, including equal pay, equal opportunities, prevention of sexual harassment, understanding domestic violence, promoting equal job opportunities, and strategies to combat gender-based violence.

The contents of the posters include:

- *Equal Payment for Equal Work,*
- *Equal Opportunity,*
- *Stop sexual harassment,*
- *What domestic violence is,*
- *Equal job Equal pay,*
- *How can we stop GBV.*

Further, the gender expert conducted a total of 56 interpersonal counselling sessions for female project staff to address their personal and professional challenges. In order to develop a potentially successful gender mainstreaming strategy, it is important to clearly understand how gender mainstreaming can be consistently implemented and enforced. It can therefore be very useful to call in external gender mainstreaming experts and Organizations. HILAS consulting gender expert team made an agreement to work together with the workers of Dedo Woreda women's affairs and Dedo woreda health center.

### **3.4. Stakeholder Engagement (public awareness, consultations and communications)**

The objective of the public consultation process was to ensure the widest possible consultation with individuals, communities and other stakeholders from the commencement of the project in observance with the best practices. There are several informal stakeholder meetings conducted in this Quarter specially with the project traversed woreda administration Ella Hanchano Woreda of South West Ethiopia.

In the reporting period Konta zone administrators and Chida town Mayor visited the Quarry and Crusher to be installed at km 68+600 RHS. Federal government representatives of ERA Environmental and Social team leader of Ethiopian Roads Administration visited the project and raised issues on the implementation of previous action plan and all the project activities on Occupational, Health and Safety concerns as usual be monitored by supervision consultant and all responsible Environmental, social and safety representatives from the contractor. The contractor and the supervision consultant always visit the working site and make inspection and non-conformance seen will be recorded and should be corrected before the next inspection period.

### **3.5. Underserved Peoples and Vulnerable Groups**

The project consultant has identified 97 persons as project disadvantage groups and these are elderly and female household heads, single mothers, widows, mentally and physically disabled people and orphan child household heads. These people need special support and rehabilitation measures from ERA, local administration and from the public during land acquisition and resettlement process.

### **3.6. Benefits and Livelihood Restoration**

No changes occurred in this April, May and June 2025 reporting period.

### **3.7. Land take or Resettlement of PAPs and delivery of compensation.**

Based on inventory RAP of project affected properties within the project right-of-way the project affected population reside along the project is estimated to be 5,445. The total number of households affected is 1089 of which 95.0% are male households and the rest 5.0% are female headed households (RAP update 2016). The majority of affected households are from Dedo Woreda and followed by Konta (Chida) and Jima Zuria Woredas. The distribution of affected households shows that the numbers of female headed households are 5.0% and male headed

households are 95.0%. The majority of affected households are from Dedo Woreda and followed by Konta and Jima Zuria Woredas.

The distribution of affected HH by sex shows that the number of FHH is 6.9% of the total number of affected HHs. As indicated above the majority of households are from Dedo Woreda and followed by Konta and Seka Chekorsa Woredas. Households losing their valuable assets and properties will receive compensation payment for the loss at full replacement cost; and some households losing housing structures will be relocated to nearby areas without affecting their social and economic ties.

The livelihood of project affected households living in town sections (such as Sheki and Jimma Zuria) depend on business and government or private employment whereas households living in rural villages are dominantly obtain their livelihood from agriculture and agriculture related activities. Since, the project affected Woredas are endowed with cash crop production (such as coffee, fruits, spices, etc) people living in this area will get chance to improve their living standard since the completion of the road project will provide them access to various markets so that they will be encouraged to produce more surplus production for market use and get more benefit. The Project follow all relevant laws and regulations set by the Federal and Regional governments. Additionally, we adhere to the Ethiopian Roads Authority's (ERA) Resettlement Policy Framework (RPF).

#### RAP STATUS

1. In the project around 68.42 km obstruction calculated and 810 households affected by the project construction due to loss of farmland, houses, trees and fences, which are within the project right-of-way. The average household members/family members are assumed to be 5.
2. Within right of way limit and compensation calculation conducted (actual number of project-affected households for 68.42 km is 810), and the client paid for 618 PAP and the remaining 192 persons are still waiting for ROW compensation.

No.	Impacts	Affected households		
		Males	Females	Total

1	Loss of farmland	306	49	355
2	Loss of houses	481	34	515
3	Loss of trees, fruit trees and cash crops	387	23	410
4	Loss of fence	335	14	349
	Total	1509	120	1629
	<b>Total PAP within 68.18 KM</b>	<b>630</b>	<b>180</b>	<b>810</b>

### 3.8. Grievance Redresses Mechanism

The establishment of a grievance management system is a widely accepted international best practice for the management of stakeholder interactions and social impacts. It is a requirement of the project lenders, in this case, the African Development Bank (AfDB). The Grievance Redress Mechanism provides a clear description of the formal process whereby stakeholders can submit a grievance or report an incident regarding the Jimma-Chida Road Upgrading Project, through a defined process within a predictable timeframe and receive a response and resolution (where possible) to the grievance.

Jimma-Chida Road Upgrading Project has established a Grievance Redress Mechanism (GRM) to address any concerns, complaints, or grievances from project-affected people about the project's safeguard performance. The GRM is an important tool for ensuring that the Jimma-Chida Road Upgrading Project is implemented in a way that is fair and equitable to all project-affected people.

#### Grievances and Complaints

During this reporting Quarter, no grievances were filed over delay in payment of compensation. There has been a total of 61 grievances filed until April, May and June 2025. The GRM committee undertaken a comprehensive investigation into the merits of each grievance within a stipulated 15-day timeframe. Further, a detailed written response, outlining the findings of the investigation and the proposed resolution, is communicated to the affected individual.

## CHAPTER-4- CAPACITY BUILDING ACTIVITY, TRAFFIC MANAGEMENT AND WORKERS SAFETY

### 4.1. Capacity building activity

Training is an essential part of the Company's plan to provide and maintain a safe environment. The type of training we required is based on the hazards identified in department and the effects of different agents on the community. Many safety trainings are site-specific and can only be effectively conducted by the supervisor.

In Addition to this HS Department conducted trainings for Project employees on HS induction to enhance Hazard protection measures. To provide and maintain a safe environment for all working section training is one of an essential part according to our company plan. The type of training we required is based on the hazards identified in department and the effects of different agents on the community. Many safety trainings are site-specific and can only be effectively conducted by the supervisor.

The HSSE team have given same awareness training for students on prevention methods of traffic accident,

- In this Quarter, HSSE teams training for workers and created awareness to students that are near to project corridor to protect accident, sudden injury and to create awareness about our traffic safety and its resulting effects around working Areas.
- The HSSE objectives are to develop and correct the skills in controlling the vehicles and safe driving in traffic, to raise the risk awareness included in the driving activities and stimulate interaction among young persons and instructors to discuss the mobility.
- Flaggers must be active in work zone and all traffic control must be in place to exercise this authority. The only exception would be if you have an emergency situation. Road

construction, road maintenance, municipal service, and utility operations may not be safe without a flagger.

- Flaggers are used when other traffic control devices are unable to safely direct traffic through a work zone.

## Safety Training

In the reporting period of April, May and June 2025, the HSSE teams have provided safety training to a total of 104 of the Contractor employees, on main camp at work zone hazards, safety awareness and have encouraged them to drive with caution to prevent traffic accidents. The training emphasized adherence to international safety standards and AfDB and JICA standards of Traffic safety.

- Proper use of hand signals, communication devices, and coordination with site machinery operators.
- Mitigating risks related to loose chippings, uneven road surfaces, and reduced visibility.
- PPE Compliance such as mandatory use of high-visibility clothing, helmets, and protective footwear.
- Procedures for accidents, vehicle incursions, and adverse weather conditions.

To ensure safe traffic diversion around the worksite, a multi-layered signage system was implemented, compliant with local and international regulations. Key measures included:

- Strategically placed 200 meters ahead of the worksite to alert drivers to a diverted route, closed lane, and reduced speed limits (30 km/h).
- Deployed in high-traffic areas to provide real-time updates on lane closures and hazards like loose chippings.
- Positioned beyond the worksite to confirm the end of restrictions and restore normal traffic flow.
- Flaggers and signs positioned 200–300 meters upstream to give motorists adequate reaction time.

- Tapered lane closures using cones and temporary barriers to smoothly direct traffic away from the work area.
- Continuous supervision by trained flaggers to enforce speed compliance and prevent unauthorized access.
- Clear "MEN AT WORK" signage and removal of temporary markings to eliminate confusion.

**Table: The number of Health and Safety Training conducted in the reporting period**

No	Activity	Responsible / Lead	April	May	June	This Quarter
1)	Health safety induction Training	Contractor	25	10	15	50
2)	Working safely	Contractor	25	10	28	63
3)	Safety is common sense	Contractor	121	15	25	161
4)	Traffic management Training	Contractor	25	15	28	68
5)	Flagman/ signalman Training	Contractor	10	6	0	16
6)	Occupational safety for pipe production workers	Contractor	14	10	12	36
7)	Community Awareness	Contractor	52	20	30	102
<b>Total</b>			<b>272</b>	<b>86</b>	<b>138</b>	<b>496</b>

## **4.2. Occupational health and safety of workers.**

Leading indicators, or positive performance measures (PPM), provide information on how the system operates in practice, identifies areas where remedial action is required, provides a basis for continuous improvement, and provides a mechanism for feedback and consequential motivation. Monitoring these leading indicators (PPM) will ensure the effectiveness of the EHS Management Plan and that ERA's targets and objectives are met.

The Directive Principles of State Policy enshrined in the Ethiopian Constitution ensure the health and strength of employees, including men and women, as well as just and humane working conditions and maternity leave. Policies are designed to promote occupational health, workplace safety, and environmental protection. World Health Organization (WHO) definition occupational health as it relates to all aspects of health and safety in workplace and emphasizes on primary risk prevention, where Health is a state of complete physical, mental and social well-being and not simply without illness or injury.

Some of the provisions are very easy to implement and can be provided with a relatively low cost, such as first aid kits and safe drinking water to the workers. It is crucial to note though that even if some of the provisions can be more costly, these costs are often quickly recovered by an increased productivity of the workers.

Usual risks in labour-based operations include: i) discomfort and illness related to a lack of safe drinking water, excessive exposure to sun, wind or rain and the absence of basic toilet facilities; ii) minor injuries from construction materials, tools and surroundings; iii) fatigue associated with long working hours, lack of rest periods, the organization of the work and its difficulty; and iv) minor injuries associated with inappropriate working techniques (e.g. carrying or lifting extremely heavy loads, repetitive work without appropriate breaks, etc.).

### **1) First aid distribution on site and refill**

The Health and Safety (First Aid) Regulation required providing adequate and appropriate equipment, facilities and personnel to enable first aid to be given to our employees if they are injured or become ill at work.

Quick and effective first aid for an injured employee can be achieved through strategically located first aid kits, the presence of individuals who are trained in first aid, and knowledge of how to summon emergency medical services.

Among the health problems treated at the clinic includes bleeding, scraping and injuries which were caused at worksites. Recorded data regarding the provision of simple injury and Counseling Service has been progressively carried out for project workers and the nearby local communities.

#### The type and number of illnesses reported/diagnosed and treated.

No.	Name of treatment	Treatment	April	May	June	This Quarter
1	Abdominal Cramp	Medicine (Albendazole, cloxacilline, and Tinidazole)	0	0	2	2
2	First Aid	Wound cleaning and Medicine	10	8	10	28
3	Headache	Medicine (Amoxicillin, Diclofinac)	12	20	24	56
<b>Total</b>			<b>22</b>	<b>28</b>	<b>36</b>	<b>86</b>

In Jimma Chida Road Upgrading project following recommendations, the contractor takes precautions to protect employees from these threats. Identification of hazards and eliminating them through inherent safe design early in the planning phase can prevent a hazard from being inadvertently created.

The following hazards that identified in existing work environment are:

1. Materials that dropped on workers; or Cuts and splinters.

#### **Actions taken by the contractor to reduce hazardous identified**

**Materials that dropped on workers; or Cuts and splinters.**

- Minimize drop heights of materials from loading and handling equipment

**4.3. Distribution of Personal protective Equipment (PPE)**

HSE continued the Distribution of Personal protective Equipment (PPE) for contractor staffs in this month (April, May and June). Reflective vests and mandatory PPE equipment including respiratory masks for prevention of COVID-19 were distributed.

No.	PPE Type	Unit		April	May	June	This Quarter	To date
			Previous					
1	Safety shoes	No	132	0	0	0	0	132
2	Safety Vest	No	2489	50	40	80	170	2659
3	Safety glasses	No	74	0	0	0	0	74
4	Face shield, Welding Apron & Safety Harness	Pack	17	0	0	0	0	17
5	Line Gloves	Pack	962	5	5	4	14	976
6	Rain Coat	Pack	76	0	0	0	0	76
7	Welding Gloves	Pack	249	3	4	6	13	262
8	Safety helmet	No	264	10	0	0	10	274
9	N 25 Masks	No	18	10	0	0	10	28
10	Masks	No.	4290	183	60	40	283	4573
	<b>Total</b>		<b>8571</b>	<b>261</b>	<b>109</b>	<b>130</b>	<b>500</b>	<b>9071</b>

**Table: Distribution of Personal protective Equipment (PPE)**

**Actions taken by contractor for non-conformances:**

The ESHS team conducted a thorough assessment to identify potential hazards associated with the project. This involved analyzing various aspects, including construction methods, equipment usage, and site conditions. By understanding the specific risks, the project adapts safety measures accordingly.

**Inherent Safe Design:**

- Early in the planning phase, the contractor emphasized the importance of inherent safe design. This approach involves integrating safety features directly into the project design.
- Giving the rest time including lunch time for the company's workers to reduce the work load fatigue during working activities
- For instance, ensuring proper guardrails, non-slip surfaces, and adequate lighting at critical points along the road contributes to accident prevention.

**Employee Training and Awareness:**

- Most project personnel, including contractors, were provided with comprehensive safety training.
- Topics covered included emergency procedures, proper use of personal protective equipment (PPE), and awareness of potential hazards.
- Regular safety briefings and reminders reinforce safe practices on-site.

**Traffic Management:**

- Given that this is a road upgrading project, managing traffic flow is crucial.
- We implemented clear signage, designated work zones, and traffic diversions to minimize risks to both workers and commuters.
- Flaggers and traffic controllers ensure safe movement of vehicles during construction.

**Personal Protective Equipment (PPE):**

- All workers are required to wear appropriate PPE, including hard hats, high-visibility vests, steel-toed boots, and gloves. PPE not only protects individuals but also promotes a safety-conscious work environment.

- Developed detailed emergency response plans in collaboration with local authorities. These plans outline procedures for handling accidents, medical emergencies, fires, and other unforeseen events.
- Regular drills and simulations prepare everyone for effective responses.
- Safety officers conduct routine inspections to verify compliance with safety protocols. Audits assess the effectiveness of safety measures and identify areas for improvement.

#### **4.4. Accidents, Incidents, Near Misses, Non-conformances and Corrective & Preventive Action**

There is no accident occurred in this Quarter of April, May and June 2025.

##### **Operational Controls and Mitigation Strategies**

ERA has developed and implemented a set of operational controls designed to address and mitigate the impacts arising from accidents, incidents, near misses, and non-conformances, including:

- Ensuring that all details pertaining to accidents, incidents, and non-conformances are meticulously recorded and analyzed.
- Delving into the underlying causes of these events to prevent recurrence.
- Addressing the resulting health, safety, and environmental risks through comprehensive corrective and preventive actions.
- Conducting thorough health and safety risk assessments and evaluating the environmental significance of proposed corrective and preventive actions to ensure their effectiveness and suitability.
- Executing the necessary changes and enhancements in operational controls resulting from corrective and preventive actions. This includes thorough documentation and communication of such changes to reinforce safety protocols and environmental obligations.

By continuously evolving these practices and procedures, the consultant and contractors are dedicated to achieving significant and lasting improvements in EHS Management System, ensuring a safer and more sustainable working environment for all.

#### 4.5. Blasting Activities

In this Quarter Period two blasting activities were conducted on April 14 and June 14, 2025, all conducted at Km 29+020 LHS, offset 8.7 km specially known as Allame Guda Kebele, Dedo woreda.

Blast date/ time	Location and station	Weather condition	Blast geometry(hole)	Explosive type and Quantity
April 14, 2025 at 4:30 pm	Allame Guda Kebele, Dedo woreda at station 29+020 LHS, 8.7 km offsets	Sunny	Hole size =76mm in diameter HD=,4 and 7m and 115holes	Ammonium Nitrate 6 kg for each hole, totally 625kg and explosive type E (Power Jell 32mm)=3.5 kg for each hole, totally 350 kg Electric Detonator= 4pc
June14, 2025 at 4:00 pm	Allame guda Kebele, Dedo woreda at station 29+020 LHS, 8.7 km offsets	Sunny	Hole size =76mm in diameter HD=,4 and 7m and 85holes	Ammonium Nitrate 6 kg for each hole, totally 600kg and explosive type E (Power Jell 32mm)=3.5 kg for each hole, totally 350 kg Electric Detonator= 14pc

## **CHAPTER-5- DISCUSSION**

Socio-economic development, mobility and connectivity are highly constrained by the lack of the all-weather road. Jimma-Chida Road upgrading project in its connectivity and mobility the road passes and connects two regional state (Oromia and SNNPs) and two zone (Jimma zone and Kanta Administration zone). Besides, access to basic social services including education, health and potential market centers has been highly constrained.

The existing and concerning environmental laws and regulations of the international, national and regional are applicable on Jimma-Chida Road upgrading project and its associated activities were consulted to comply with the work with those laws. An updated version of relevant laws, policies, guidelines and strategies related to environmental and social safe guard requirement and land acquisition, protection of properties within the right of way, public health prevention and occupational health and safety were covered.

On the other hand, negative environmental and social impacts arise during the construction phase of the road. The negative impacts can be mitigated to an acceptable level and the proposed mitigation measures are implemented as scheduled.

### **5.1. Challenges**

The monitoring and assessment of the project sites are in compliance with environmental policies and standards. However, there are some challenges in the project:

- Increased speed of vehicles around major towns, villages and settlement areas, is the risk of accidents between pedestrians and passing cars.
- Turnover of the trained flagman from the construction sites is another challenge.
- Late compensation which sometimes lead to grievances among community members.

## 5.2. Lessons Learnt

- Early identification of potential environmental and social safeguard issues allows for proactive mitigation measures and better integration of sustainability practices into project planning and implementation.
- Collaborating with local communities, government authorities, and project stakeholders is crucial for addressing environmental concerns, ensuring compliance, and fostering positive relationships throughout the project lifecycle.
- Regular monitoring of environmental performance and social impacts enables timely interventions and adjustments to mitigate risks and enhance project sustainability. Flexibility and adaptability in response to changing conditions are key to successful environmental management.
- Gender sensitization initiatives play a vital role in promoting gender equality and creating a more inclusive work environment. Investing in gender mainstreaming efforts can lead to improved social outcomes and enhanced project effectiveness.
- Implementing sustainable practices in resource utilization, such as borrow pit management and spoil disposal, can minimize environmental degradation and contribute to long-term environmental stewardship.

By implementing and incorporating the lessons learned from the report, the project can further enhance its environmental and social safeguard performance, promote sustainability, and achieve positive outcomes for both the project and the surrounding communities.

## **CHAPTER-6-CONCLUSION, RECOMMENDATIONS (THE WAY FORWARD)**

### **6.1. CONCLUSION**

Jimma-Chida Road Upgrading project has a number of positive economic, social and environmental benefits. Successful implementation of the project will have direct and indirect (multiplier effects), short and long-term impacts on the socio-economic livelihood of the local community. On the other hand, negative environmental and social impacts will arise during the construction phase of the road. The upgrading of the project road show better and improved market opportunities for the sale of agricultural produce and consumer goods. At this construction phase it created better market access for the local farmers, and their produces fetch higher market prices in comparison to the current low prices. Further, due to the introduction and availability of improved agricultural inputs, production per hectare would also increase. The local economy also show growth with the development of small business, investment projects; growth of urban centers, improved and efficient communication system, exposure to the advancement of technology and science through improved means of production. In general, employment opportunities will be created in the project area with the growth of the economy and improvement in the social services. The population residing in the project area and in particular those along the project road like the upgrading of the road to start immediately. In all the public and stakeholders' consultations held with different groups of the local community, and government officials as well as professional experts working in the project, it was clear that the local population, PAPs and other stakeholders have expressed positively about the upgrading. Successful implementation of the project will have direct and indirect (multiplier effects), short and long-term impacts on the socio-economic livelihood of the local community. On the other hand, negative environmental and social impacts will arise during the construction phase of the road.

In this April, May and June 2025 Quarterly period HSSE team have done a lot of safety measures in order to have effective safety program and the coming working period of dry season, we are implementing standards and rules for everyone to abide by this program. Due to the risk from traffic adjacent to the works, measures must be taken to warn and protect both road users and the road workers. For the next working period, we are working on preparation of sign post, necessary accident preparation schedules and train Drivers on safe traffic movement by considering the work load in this dry season for every working section.

The upgrading of the project road show better and improved market opportunities for the sale of agricultural produce and consumer goods. In general, employment opportunities will be created in the project area with the growth of the economy and improvement in the social services. The population residing in the project area and in particular those along the project road like the upgrading of the road to start immediately. In all the public and stakeholders' consultations held with different groups of the local community, and government officials as well as professional experts working in the project, it was clear that the local population, PAPs and other stakeholders have expressed positively about the upgrading.

Therefore, to ensure the project implementation as per its plan and avoid anticipated and unforeseen negative impacts the following measures shall be in place: implementation of the RAP and restoration programs, maximize the local content of the project, safety and security of the project workforce, properties, erosion and rehabilitation. In addition, all the reviewed documents like ESMP and Site-Specific management plan should be implemented in line with the proposed mitigation measures.

The contents of this periodic environmental and social performance report is considering or cover the points of the reporting format topics like; project baseline data, environmental performance (dust, noise, water, grassing, reinstate borrow sites, waste management) posting traffic sign and construction of clinic. The report also discussed the mitigation measures taken on agreed environmental, social and occupational safety.

## **6.2.Recommendation**

- The contractor should implement all the proposed mitigation measures to alleviate the impacts due to spoil disposal areas, borrow pits sites, quarry sites, waste managements, etc.
- Further improve stakeholder engagement practices by establishing open communication channels and conducting regular follow-up meetings with stakeholders. Prioritize local hiring and job creation opportunities to benefit the local community and enhance project acceptance.
- For all work regarding community awareness on Health, safety and on traffic flow, working jointly with Woreda traffic police and selected community members is more beneficial.

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5. Environmental Impact Assessment Guideline document EPA, Addis Ababa, 2000,
6. Environmental Impact Assessment Proclamation No. 299/2002, Addis Ababa,
7. Environmental Pollution Control Proclamation of Federal Democratic Republic of Ethiopia, Proclamation No. 300/2002 Addis Ababa.
8. Project Contract document, Design Report of the Project.
9. ESMP Report of the project.

**Appendix 1: Implementation of Agreed Action plans on AfDB Mission.**

Ethiopia Integrated Transport Program- Phase 1: Lot 1 Jimma – Chida Road Upgrading Project

❖ Visit date: March 4 and 5, 2025

No	Findings	Follow-up Actions	Responsibility:	Due dates	Corrected action taken by the contractor
1	Safety Management	At Km 4+300 of bridge construction works, the construction materials and diesel generator should have to put at an appropriate location. The access for locals to fetch river also reconstructed in safety considerations.	Contractor	March, 20,2025	<ul style="list-style-type: none"> <li>✓ The construction materials at bridge construction area have been systematically reorganized and placed in designated, secure locations for better accessibility and safety.</li> <li>✓ The diesel generator has been securely positioned on a metal sheet plate to prevent any potential oil leakage onto the ground.</li> <li>✓ The access path for locals to collect water from the river has been safely reconstructed and is now fully operational for community use.</li> <li>✓ A mobile toilet has been installed by the contractor, providing convenient and hygienic facilities for all bridge workers on-site.</li> </ul>
2	Accessibility and Safe Pedestrian access	At Km 5+600 of the box cut sections of both sides should reconstructed the foot stairways with and cattle access by conducting proper consultations with local communities	Contractor	May, 10,2025	<ul style="list-style-type: none"> <li>✓ Consultations were conducted with the local communities located at KM 5+600, involving both the contractor and the consultant's Environmental and Social Safeguards (ESS) team, regarding the newly constructed access road and staircase.</li> <li>✓ Following extensive discussions, an agreement was reached to reconstruct the staircase by widening it to 1.5 meters to improve accessibility for domestic animals, children, and the elderly. As a result, the revised staircase design was implemented, ensuring enhanced access for the community members and Finalized the task.</li> </ul>
3	Channelization of Box Culvert	The Box culvert located at Km 7+360 RHS should be properly managed without affecting side spoil. Reshape the channel align with the culvert inlet.	Contractor	March, 15,2025	<ul style="list-style-type: none"> <li>✓ The box culvert located at the mentioned station is re- shaped and channelized to the culvert inlet without affecting the side spoil.</li> </ul>

4	Oil leak Management	At Km 4+300 of bridge construction works, at Mobile Crusher Site Km 8+620 RHS, at Km 30+480 RHS of asphalt plant and at sub camp of Km 57+400:- all leaked oils should be disposed properly and should construct permanent structures for oil changes and oil store.	Contractor	March, 15,2025	<ul style="list-style-type: none"> <li>✓ At KM 4+300 LHS Bridge construction area, a strategically located diesel generator was put on top of a steel plate metal sheet for the purposes of total containment and guarding against any type of oil spill or leakage on the ground that lies around it according to the best environmental protection practice.</li> <li>✓ At Km At multiple sites 8+620 RHS, a sturdy concrete pad has been meticulously constructed to be a secure and stable oil barrel storage facility. The building is designed specifically to prevent any unwanted oil leakage, and all materials are stored securely and in line with environmental and safety regulations.</li> <li>✓ At Km 30+480 RHS structurally permanent and long-lasting concrete containment systems have been put in place to effectively reduce any bitumen leakage risk in the campsite.</li> <li>✓ At Km 57+400, there have been extensive clean-up operations carried out in an effort to neutralize any previous oil leakage, and the site is completely cleared of contamination. Aggregates have also been evenly spread across the sub-campsite to further stabilize the ground and prevent any possibility of future oil seepage.</li> </ul>
5	Proper PPE management and compliance	At Km 4+300 of bridge construction works, at crusher site Km 8+620 RHS, at Km 30+480 of asphalt plant and at sub camp of Km 57+400:- the contractor should distribute the recommended PPE for workers. (for examples at crusher site Km 8+620, at Km 30+480 of asphalt plant and on heavy Machines all workers should wear earmuffs/ear defender, At Km 4+300 of bridge construction works and at sub camp garage of Km 57+400 worker should wear hard hand glove and safety shoes in additions).	Contractor	March, 15,2025	<ul style="list-style-type: none"> <li>✓ At km 4+300 bridge construction proper PPE are distributed for all workers and is effective.</li> <li>✓ At km 8+620 mobile crusher site the workers are using all personnel protective equipment for safe working conditions.</li> <li>✓ At km 30+480 RHS Asphalt plant site PPE were distributed for all workers and instructed to use properly.</li> <li>✓ At km 57+400 LHS sub-camp site the personnel protective equipment is provided for the workers and are using in a proper way.</li> </ul>

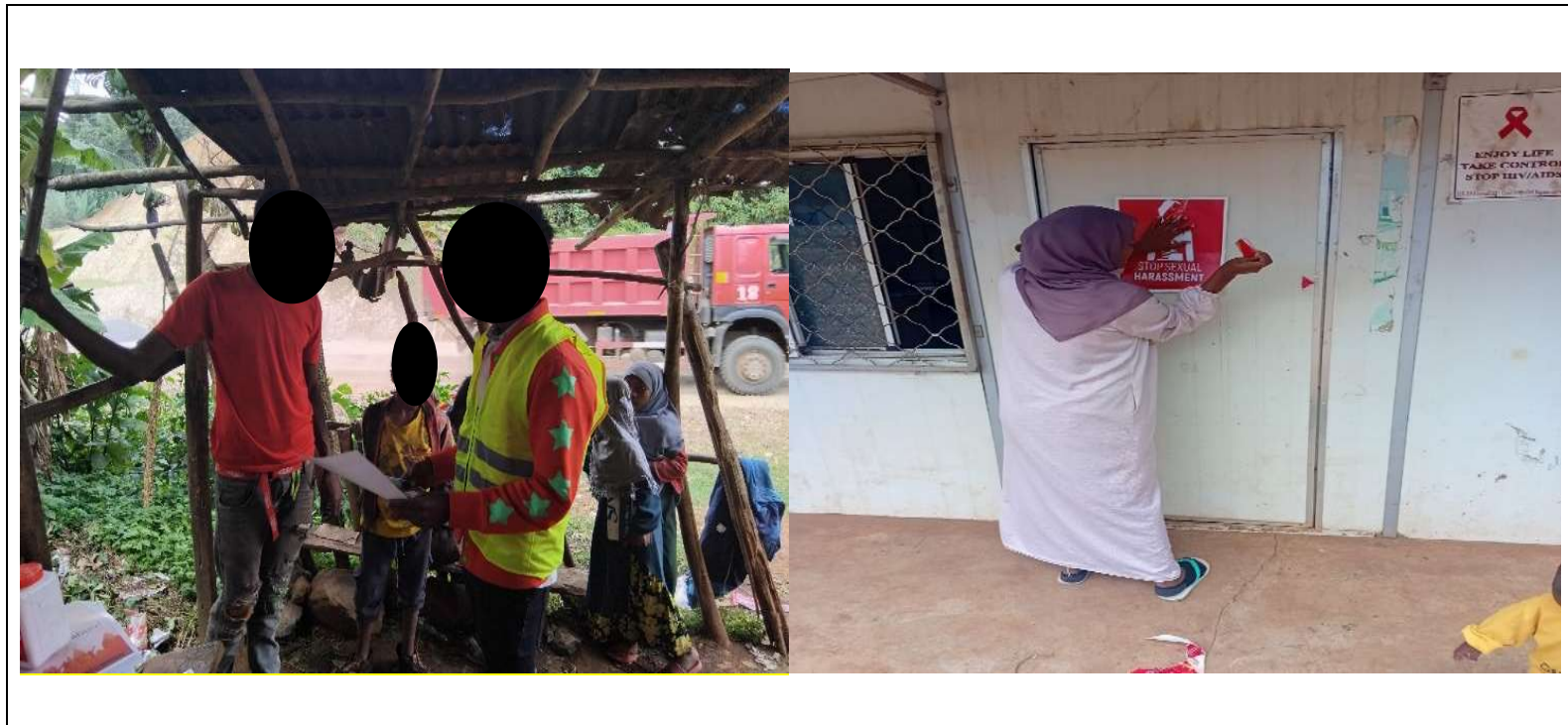
6	Grassing and Slope protection at the project.	Restore the damaged Km 5+00 both sides of vetiver grass, along the embankment fill, with suitable grass species, and ensure its sustainability	Contractor	During this rainy season / Before June, 30,2025	<ul style="list-style-type: none"> <li>✓ The contractor has initiated the restoration of the planted vetiver grass by ensuring consistent watering to promote its long-term sustainability. Additionally, preparations are underway to cultivate more vetiver grass during the upcoming rainy season, which will be used to further enhance slope protection throughout the project.</li> </ul>
7	Dust management	Pay particular attention and properly manage the possible impacts due to dust emission	Contractor	Continuous work as of March, 06,2025	<ul style="list-style-type: none"> <li>✓ The contractor has deployed approximately seven shower trucks, which are actively watering the town sections, campsites, and surrounding villages three times a day to mitigate dust pollution resulting from project activities.</li> <li>✓ Additionally, with the onset of rainfall in the working areas, dust levels have been significantly reduced, further improving air quality in the vicinity of the project.</li> </ul>
8	Borrow pit and Spoil disposable area management	The poorly managed of borrow pit at Km 13+300 RHS and disposal at Km 42+400 LHS: - the borrow pit should well fenced and will assign guards for the safety of locals communities.	Contractor	At least on quarterly May, 20,2025	<ul style="list-style-type: none"> <li>✓ At Km 13+300 RHS borrow pit (RHS) the contractor has been securely fenced to prevent unauthorized access and ensure the safety of workers and the local community. In addition, additional security personnel have been deployed to monitor the area and further minimize the risk of accidents.</li> </ul>
9	Housekeeping and Hygiene at the project	At Km 4+300 of bridge construction works, at Mobile Crusher Site Km 8+620 RHS, at Km 30+480 RHS of asphalt plant and at sub camp of Km 57+400 LHS:- the contractor should improve the housekeeping, toilets hygiene's, first aid kits and refilling of fire extinguishers.	Contractor	March, 10,2025	<ul style="list-style-type: none"> <li>✓ Housekeeping at the specified stations is being maintained according to the type of materials present, such as wood, metal, tires, and other relevant items. Continued attention is being given to ensure better cleanliness and organization of materials at all stations, helping to reduce operational inefficiencies and potential safety hazards.</li> <li>✓ First aid kits have been delivered in all active working sections, and the contractor is in the process of ensuring that all kits are fully stocked and easily accessible at each site to address any emergencies promptly.</li> </ul>
10	Disposable and Bitumen management	At Km 30+480 RHS of asphalt plant, the stored empty barrels should handover to the certified company.	Contractor	March, 30,2025	<ul style="list-style-type: none"> <li>✓ the empty barrels have been properly handed over to a certified disposal company for safe and environmentally responsible disposal. The barrels, previously used in the asphalt plant, are</li> </ul>

					<p>managed in accordance with environmental regulations, preventing any potential hazards or contamination from improper disposal.</p> <ul style="list-style-type: none"> <li>✓ The contractor has taken necessary steps to maintain compliance with waste management protocols and further reduce the environmental impact of the project</li> </ul> <p>N.B. ESHS team has attached</p> <ul style="list-style-type: none"> <li>• Photographs of the implemented issues at Asphalt plant, and its inspection reports of bitumen barrel storage and plan for empty bitumen barrels is attached with photo.</li> </ul>
11	ROW Compensation plan	All the outstanding ROW Compensations should be settled to facilitate the construction works and to respond on time to the PAPs grievances	Client	June, 30,2025	<ul style="list-style-type: none"> <li>✓ To manage and mitigate the issues related with houses in existing structures and the employer keeps stakeholders and the community informed and up-to-date on progress and changes of the work. Specifically, the employer has discussed the issue with Ella Hanchano Woreda and Dedo Woreda administration.</li> <li>✓ Further to manage social impacts the ESHS team is providing sufficient, accurate information with adequate notice to stakeholder and communities until full compensation has been paid and houses removed from the area.</li> </ul>

**Annex 3: Photos related to Environmental, Social safeguard and Occupational Health and Safety**



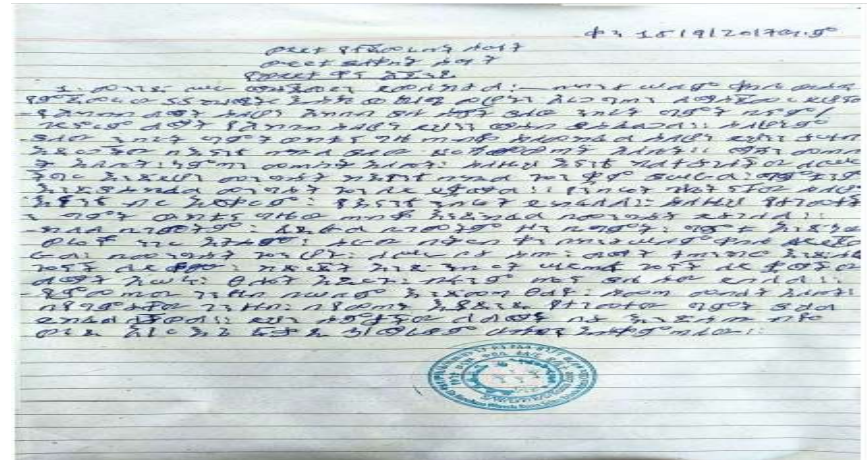
**Picture 1 HIV/AIDS peer educators training and their attendance**



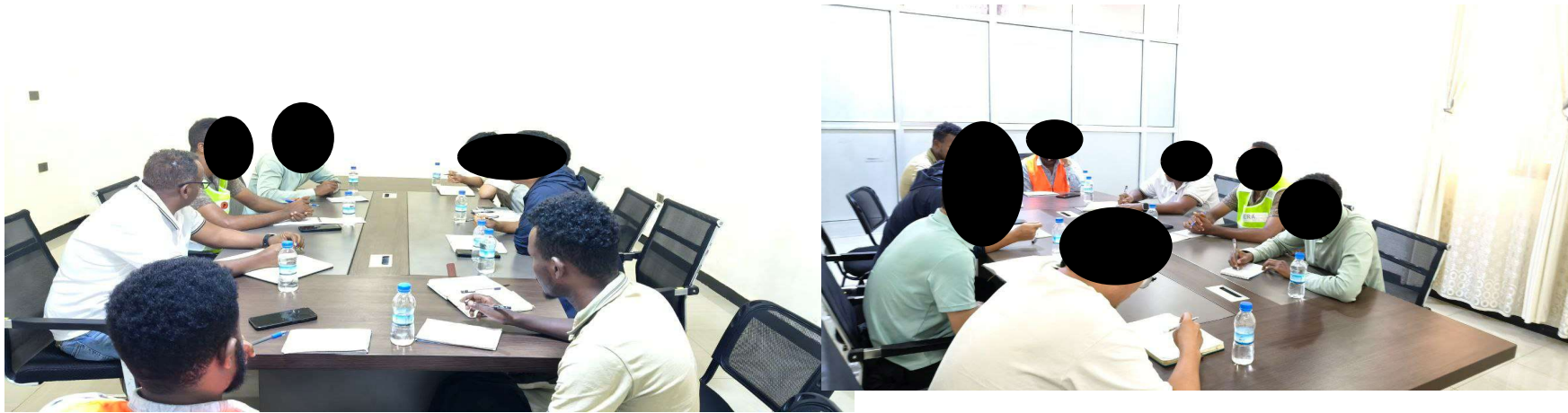
*Picture 2 Gender Sensitization awareness Creation at community level and Posting IEC materials*



Picture 3 Protection at excavation section and Trained flagman at Km 30+400



Picture 4 Community consultation at km 52 Ella Hanchano Woreda, BOCHO BORE



*Picture 5 Tripartite meeting on implementation of ESHS issues at Jimma PMO office*