

Somali Regional State

Environmental Protection and Rural Land Administration Bureau

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Environmental and Social Performance Audit Report on Asphalt Roads (four subprojects)

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Main chapters and description of their contents

Chapters	Description
Chapter 1, executive summary	This first chapter provides a brief summary of conclusion & recommendations audit findings
Chapter 2, introduction	Provides highlights on the background of the Road projects specific objectives of the ESPA audit and rational justifications for the need of conducting an annual performance auditing
Chapter-3, ESP Audit methods	This chapter describes technical methods employed by the audit team to gather required audit information and data. The chapter also introduces the development of standardized audit questionnaire checklists
Chapter-4, ESP Audit findings	This 4th chapter discusses audit findings under 6 main categories: Overall Environmental and social performance State of from Jijiga main road to saylada (Jijiga Livestock Market) asphalt road project, from jigjiga main road to ayar-hayl, from new to taywan to Toga and from nursing school to Toga (sheekha ali guure) asphalt road project ESMSG and RSG Instruments implementation, Documentation and Record keeping conditions, Project EMP/RAP implementation and condition of sampled project infrastructures
Chapter 5, Conclusions and recommendations	This chapter provides summary of the conclusion of audit findings and recommendations
Chapter-6, References	This 6 th chapter describes list references employed by the audit team as supportive evidences
Chapter-7, Annexes	This last chapter presents completed ESPA questionnaire checklists used as guidelines during the auditing

1. Introduction

Babile(dandamane), Fik, Haramaro, East Emey, jijjiga Tuli-guled and harumukale are one of the Somali region that have ongoing asphalt road projects having different kilometres. Some of the LOT projects such as LOT-3 are going to phase-out and a few month was remained to come an end while communities have a complains about the road. Not only that project but also most projects have a community complain.

According 2014EFY annual plan, The **Environment Protection And Rural Land Administration Bureau** (EPRLAB) has conducted annual Environmental and Social Performance Audit (ESPA) of Babile—fik asphalt road (lot 1,2,3, and 4), Fik—Hamaro—Imi Bari(Lot 1: Fik To 81km + 000) asphalt road project, Fik—Hamaro—Imi Bari(Lot 2: 81km + 000 To Km 216 +700) asphalt road project—And Jigjiga – Tuli—Harmukale asphalt road project from October 1-13/2014 EFY. The specific objectives were to Check environmental legal framework documentation and report keeping of ESMS/RSG processes, to check the complaint according the checklist for ESIA Audit, check audit environmental management system, Check Occupation Health and Safety, Safety management of excavation and earthwork work, to check Safety management in Lifting Operations/Equipment, to check Management of working condition, to check Management of Security, to check Management of emergency response, Examine implementation of asphalt road project ESMSG, and RSG, Evaluate status and condition of sub-projects; Carry out follow-up of previous year (2013 EFY) ESPA report implementation status; to Prepare and produce ESP Audit report containing compliances and non-compliances commitments; and finally, Notify recommended corrective actions and enforcement measures for noncompliance issues.

All asphalt road implementers (companies) have faced with problems to meet some of the environmental and social compliance requirements. These included failure to Disclose approved ESIA reports, PESIA and RAPs reports for public, failure to review/comments at Kebeles/villages and/or any other suitable places; failure to Conduct internal auditing as per the approved EMPs and RAPs; failure to Prepare and submits annual environmental and social management reports on the Implementers the EMPs/RAPs as per the approved plans and prior to commencement of constructions; failure to Taken corrections measures to implement identified non-compliances as required by the 2013 ESP Audit report; failure to Construct asphalt road with the required standard inclination of 2 %; failure to Construct the infrastructure with the required standard quality; failure to Remove the construction cart away from the project site or reused for backfill and land levelling; failure to Connect the drainage ditch with natural water way or existing drainage ditch; failure to Construct culverts across road junctions; Failure to Construct the crossing slab and flood outlet with quality i.e. the crossing slabs are not fit with cobblestone and the water outlet is not constructed with proper direction to drain water to the ditch; failure to Construct crossing slabs across the ditch; and finally failure to Displace the wooden eclectic pole from the infrastructure.

Generally, the asphalt road project staffs (implementers) of concerned bodies (companies) is critically required to implement all non-compliances indicated in the main body of this ESPA report and of their recommended corrective measures under each.

Finally , after endorsement is made by EPRLAB, the ESPA report should be submitted officially to the Ethiopia Road authority, Somali regional president bureau, and implementing companies and other concerned bodies and finally, licensing team for the follow-up of the implementation of non-compliances.

1.1. Objective of the Environmental and social Audit report

- The main objective was to carry out Environmental and Social Performance Audit (ESPA) of the asphalt road projects going on Somali regional state especially seven projects that interconnects different districts and villages in the region,

1.2. Specific objective of the ESP Audit were to:-

- Check environmental legal framework documentation and report keeping of ESMS/RSG processes,
- check the complaint according the checklist for ESIA Audit,
- check audit environmental management system,
- Check Occupation Health and Safety,
- Safety management of excavation and earthwork work,
- check Safety management in Lifting Operations/Equipment,
- check Management of working condition,
- check Management of Security,
- check Management of emergency response,
- Examine implementation of asphalt road project ESMSG, and RSG,
- Evaluate status and condition of sub-projects;
- Carry out follow-up of previous year (2013 EFY) ESPA report implementation status;
- Prepare and produce ESP Audit report containing compliances and non-compliances commitments; and
- Finally, Notify recommended corrective actions and enforcement measures for noncompliance issues.

1.3. Scope of the ESP Audit

- The ESP Audit focused on compliance audits of asphalt roads going on Somali regional state and sampled subprojects categorized as schedule 1, for which environmental clearance licenses have been granted in the project commencement. Overall, the scope of the audit covered environmental and socio-cultural issues related to urban and rural infrastructure activities/subprojects.

1.4. ESP Auditors' composition

- The ESP Auditing team was established composed of multidisciplinary specialists who have experiences and full knowledge in ESIA reviewing and auditing for considerable years. Two (2) fulltime ESPA team members were assigned from regional environmental protection and rural land administration bureau.

Table 2 ESP Auditors team composition

s/n	Name	Profession and task	Qualification	Signature
1.	Tahir Abdullah osman	ESIA and licensing case coordinator (team leader)	M.A	1 expert
2.	Hassan yousuf Mursal	ESIA experts	M.A	1 expert

2. ESPA Methods of Information Collection Tools

- Required compliance information and data were generated and gathered through the following complementary environmental and social tools as briefly discussed here under.

2.1. Review of documents

- ✓ The Audit team conducted desk study review of considerable documents, guidelines and manuals related to asphalt road projects and thus, helped the team to extract considerable quantitative and qualitative information important for developing compliance audit checklists as appended in annexes.

2.2. Semi-structure interviews

- ✓ By conducting semi-structured interviews with project affected people (PAPs) on pros and cons of the ongoing project, information on their responsiveness was collected. Specifically, the audit team conducted detailed interview with the company's Implementing Staffs and gathered supportive environmental and social information on the implementation and appraisal of the ESMSG and RSG,

2.3. Project site field visits

- As part of the audit process, project site visits were made to 7 sampled subprojects including on the jigjiga bypass road and helped in collecting hands-on information on the current status of the sampled projects and of their respective environmental and social impacts. Most importantly, during the project site visits, the audit team made series of practical observations with the project ESIA expert and engineers particularly on the designs of Drainage ditch, and asphalt road infrastructures, such as their slope inclinations to avoid run-off along the asphalt roadbeds and of their linkages with the drainage system of constructed ditches and their likely cumulative impacts in creating flood hazards downstream

2.4. Standardized Compliance audit checklist

- ✓ Drawn up from asphalt road project related environmental and social management tools, the audit team developed standardized Environmental and Social Performance/ Compliance Audit (ESPA) Questionnaire Checklist in order to observe and check their completeness, standard design, quality of construction and provision of access to public service as required by the asphalt road ESMSG

3. ESP Audit Findings

- The findings obtained by answering the questioner checklists and field observations were organized into the following 4 sections as described hereunder;
 - State of road project ESMSG and RSG Instruments implementation
 - Project EMP/RAP implementation
 - Documentation and Record keeping conditions,
 - Status and condition of sampled project infrastructures

3.1. State of asphalt road project ESMSG and RSG instruments implementation

3.1.1. Compliance with requirements

- In compliance with the appended questionnaire checklist, the project Implementing Office had:
 - Assigned environmental and social safeguard specialist as required by the manual

3.1.2. Non-compliance with requirement

- Not Notified and consulted Project Affected Peoples (PAPs) during the Environmental and Social Screening Process as required by the ESMS guidelines & RSG

3.1.3. Recommended corrective measures

- In compliance with agreed minutes during closing meeting of the auditing, the company implementing staffs are required to implement minor and additional comments forwarded to decision makers and concerned bodies during the ESPA closing discussion.

3.2. Project-Specific EMP/RAP Implementation compliance

3.2.1. Compliance with requirements

- In compliance with the appended questionnaire checklist, the all companies in their Implementing Office had:
 - Committed the approved EMPs and RAPs of ESIA/PESIA reports to enter into contractors' legal agreements or Environmental Contract Clauses
 - Conducted compliance monitoring of PESIA/EMP and RAPs regularly as per project phases (construction, operation, decommissioning and closure) to verify the EMP or RAPs, mitigation measure implementations

3.2.2. Non-compliance with requirement

- Despite this, the project Implementing Offices were failed to comply the following construction activities.
- These included failure to:
 - Disclose approved ESIA reports, PESIA and RAPs reports for public review/comments at kebele/villages and/or any other suitable places
 - Conduct internal auditing as per the approved EMPs and RAPs
 - Incorporated costs of identified mitigation measures of the EMPs/RAPs of schedule 1 projects calculated by contractors and into tender documents before the commencement of civil work Renewed Environmental Clearance Certificates of ESIA or PESIA reports annually as required by law
 - Prepare and submits annual environmental and social management reports on the implementation of EMPs or RAPs to EPRLAB
 - Implement the EMPs/RAPs as per the approved plans and prior to commencement of constructions

3.2.3. Recommended corrective measures

- In compliance with agreed minutes, the project Implementing Offices are required to implement minor and additional comments forwarded during the ESPA closing discussion.
- the project Implementing Offices should:
 - Disclose approved ESIA reports, PESIA and RAPs reports for public review/comments at kebele/Village and/or any other suitable places
 - Incorporated costs of identified mitigation measures of the EMPs/RAPs of schedule 1 projects calculated by contractors and into tender documents before the commencement of civil work Renewed Environmental Clearance Certificates of ESIA or PESIA reports annually as required by law
 - Conduct internal auditing as per the approved EMPs and RAPs
 - Implement the EMPs/RAPs as per the approved plans and prior to commencement of constructions
 - Prepare and submits annual environmental and social management reports on the implementation of EMPs or RAPs to regional EPRLAB

3.3. Documentation and record keeping status

3.3.1. Compliance with requirements

- In compliance with the appended questionnaire checklist, project Implementing Offices had:-

- Documented hard copies of 2012 EFY Environmental and Social Audit Reports submitted by Regional EFRLAB properly such as Babile lot—2

3.3.2. Non-compliance with requirement

In compliance with agreed minutes, the project Implementing Offices are required to implement minor and additional comments forwarded during the ESPA closing discussion. These included all companies' failure to:

- Documented copies of the asphalt road ESMSG & RSG as back-up documented properly as working documents including babile—fik, lot—2
- Kept records of certified EA reports by type and numbers, such as PESIA report, ESIA report and RAP archived with labelling
- Documented regional environmental laws (EIA Proc No 114/2003 &) & National Environmental laws relevant to ESMS

3.3.3. Recommended corrective measures

- In compliance with agreed minutes closing meeting of auditing, the UIIDP Implementing staffs are required to implement minor and additional comments forwarded during the ESPA closing discussion.
- the project Implementing Offices should:
 - Documented copies of the asphalt road ESMSG & RSG as back-up documented properly as working documents including babile—fik, lot—2
 - Kept records of certified EA reports by type and numbers, such as PESIA report, ESIA report and RAP archived with labelling
 - Documented regional environmental laws (EIA Proc No 114/2003 &) & National Environmental laws relevant to ESMS

3.4. Status and condition of sampled project infrastructures

- All companies has received Environmental clearance certificates authorized for their implementation in accordance with PESIAs/EMPs. As indicated in table below. The selected projects were purposively selected for physical observations to assess the status of the projects against the overall project schedule and address any adverse conditions or unusual observations.
- Furthermore, by determining the completeness of the subprojects, the audit team also examined whether the intended economic and social benefits were met as required by the ESMSG, and RSG.
- The project site auditing was conducted on September October 1—15 /2021 and thus audit results of each project are briefly discussed as follow.

s/n	Name of the project	Location	Reg.date	EA doc.type	status
1	Jigjiga—Tu/Guled—Harmukale asphalt road	Jijiga, tuli-guled and haramukale		IEE	incomplete

2	Babile—fik asphalt road Lot:1	Fik and dandamane		IEE	Incomplete
3	Babile—fik asphalt road Lot:2	Fik and dandamane		IEE	Incomplete
4	Babile—fik asphalt road Lot:3	Fik and dandamane		IEE	Incomplete
5	Babile—fik asphalt road Lot:4	Fik and dandamane		IEE	Incomplete
6	Fik—Hamaro—Imi Bari(Lot 1: Fik To 81km + 000)	Fik and Imey		IEE	Incomplete
7	Fik—Hamaro—Imi Bari(Lot 2: 81km + 000 To Km 216 +700)	Fik and imey		IEE	Incomplete

3.4.1. Jigjiga—Tu/Guled—Harmukale asphalt road

This asphalt road project is interconnected Djibouti and jigjiga city administration through different district and villages in Somali regional state. It is stretched jijiga –tuli-guled—harumakale Reer Abdikadir. The project was classified as category 1 and hence, Initial Environmental and Social Examination (IESE) report was prepared by consultancy and then approved by commission of Environmental, Forest, and Climate Change. Following this, an IESE Environmental Clearance Certificate was issued for implementation before the project has started construction. The project was selected by the ESPA team for compliance and non-compliance auditing and thus, observed audit findings during the field visit are discussed as follow.

3.4.1.1. Compliance with requirements

With this specific subproject, the Implementing Company had met the following requirements. These included:

- The poor drainage ditch connected with existing natural drainage ditch (under construction)
- Open the infrastructure for social /public service even though it is incomplete

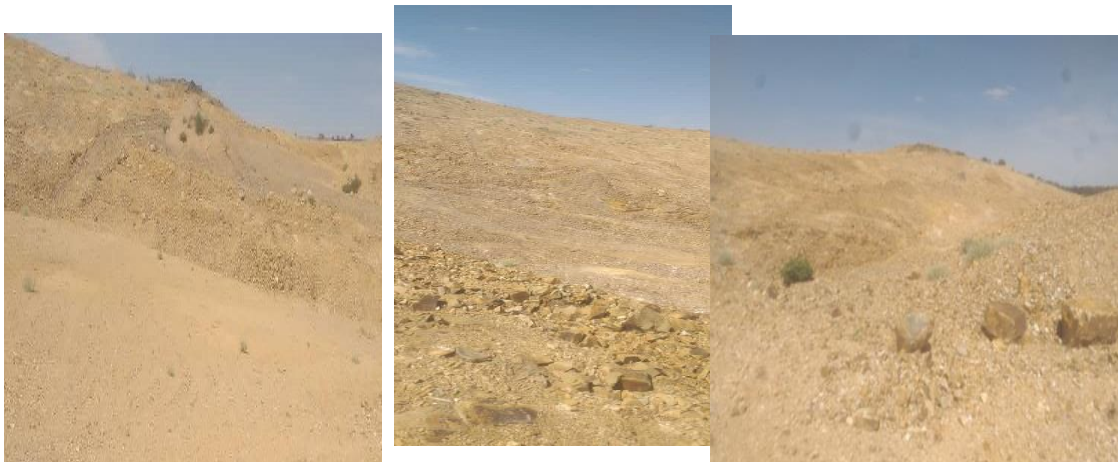
3.4.1.2. Non-compliance with requirement

Despite this, the Implementing Company was failed to comply the following construction activities. These included failure to: -

- Close/ opening pits/quarry sites during construction and that may have a risk/death for the community or livestock around the projects
- Construct any drainage which affect agricultural land
- Compensate local community for their agricultural land and grazing land
- Construct the infrastructure with the required standard quality
- Construct culverts across road junctions
- Environmental rehabilitation
- To participate community development



Picture 1. Opening pits with unsafe water



Picture . Mining sites during asphalt construction but remained degraded land

3.4.1.3. ecommended corrective measures

- The Implementing Company is recommended to implement all non-complied construction activities mentioned above under 4.5.1.2. As per the agreement made during the ESPA closing discussion and complete the remaining work.

3.4.2. Babile—fik asphalt road Lot:2 and Babile—fik asphalt road Lot: 1

This 2nd and 3rd asphalt road project is located at dandamane and Fik. It is stretched From Babile to Fik lot 2 road. The project was classified as category 1 and hence,

Initial Environmental and Social Examination (IESE) report was prepared by consultancy and then approved by federal environmental, forest, and climate change commission (EFCCC). Following this, an IESE Environmental Clearance Certificate was issued for implementation before the project has started construction. The project was selected by the ESPA team for compliance and non-compliance auditing and thus, observed audit findings during the field visit are discussed as follow;

3.4.2.1. Compliance with Requirements

Babile to Fik (lot 1: and Lot 2) Implementing Company met the following intended environmental, economic and social benefits as required by the ESMSG, and RSG



- **Certified Project:** the project has approved & has environmental clearance certificate.
- **Open for social service:** this asphalt road is open for social service
- **Inclination:** the road had good inclination
- **Curve stone:** it had a good curve stone to protect erosion
- **Double row:** the road had a double row
- **Documentation:** it has good documentation

3.4.2.2. Non-Compliance with Requirements



Picture 2: cart way and closing ditch



Despite this, the asphalt road Implementing Company (YOTEK) was failed to comply the following mitigation measures **Crossing slabs construction**: crossing slabs were not enough constructed side to side.

- **Completion of project**: the asphalt road and closed ditch project was not completed (under construction).
- **Cart away**: the excavated soil and excess materials were disposed on the sides and this have a risk for community and livestock even road.
- **Culvert construction**: it was not aliened to closed ditch. Around some parts the drainage constructed by closed ditch. It was open at risk situation.
- **Poles**: the transformer pole were not avoid from the road.
- **Ford**: the road was not constructed with ford around the steep area and on the side

Including, the company/contractor/ YOTEK have failure:

- To Rehabilitation for degraded land which contribute global warming(climate change) and air pollution for the local communities
- To participate community development
- To Management of solid and liquid waste
- Unsafe occupational health for workers in both dorm and outside the room



Picture 2: unsafe toilet and open landfill inside the compound

3.4.2.3. Recommended corrective measures

- The asphalt road Implementing Company (YOTEK) is recommended to implement all non-complied construction activities mentioned above under 4.5.1.2. As per the agreement made during the ESPA closing discussion and complete the remaining work in as per planed.

3.4.3. Fik—Hamaro—Imi Bari(Lot 1: Fik To 81km + 000)

The 5th project is located at between Fik and Hamaro and stretched from Fik district to Hamaro district. The project was classified as category 1 and hence, IEE report was prepared by the consultancy and then approved by the EFCCC.

Following this, an Environmental Clearance Certificate was issued for implementation before the project has started construction. The project was selected by the ESPA team for compliance and non-compliance auditing and thus, observed audit findings during the field visit are discussed as follow.

3.4.3.1. Compliance with requirements

Fik—Hamaro—Imi Bari (Lot 1: Fik To 81km + 000) Implementing Company met the following intended environmental, economic and social benefits as required by the ESMSG, and RSG. These included:

- Open the infrastructure for social /public service

3.4.3.2. Non-compliance with requirement

Despite this, the asphalt road Implementing Company was failed to comply the following mitigation measures. These included failure to:

- Construct crossing slabs across the ditch;
- Construct water inlets to the ditch with appropriate degree
- Remove the construction cart away from the project site or reused for backfill and land levelling
- Connect the drainage ditch with natural water way or existing drainage ditch
- Construct the infrastructure with the required standard quality
- compensate the demolition of the houses in the fik town
- To Rehabilitation for degraded land which contribute global warming(climate change) and air pollution for the local communities
- To participate community development
- To Management of solid and liquid waste



Picture: no having crossing slabs/taps



Picture: not remove cart ways from the project



4. conclusions and recommendations

Despite these achievements, the ESPA report also indicated that all projects to have faced with problems to meet some of the environmental and social compliance requirements during the construction of the roads. These included all companies/subcontractor/ failure to:

- Construct crossing slabs across the ditch;
 - Construct water inlets to the ditch with appropriate degree
 - Remove the construction cart away from the project site or reused for backfill and land levelling
 - Connect the drainage ditch with natural water way or existing drainage ditch
 - Construct the infrastructure with the required standard quality
 - compensate the demolition of the houses in the FIK town
 - To Rehabilitation for degraded land which contribute global warming(climate change) and air pollution for the local communities
 - To participate community development
 - To Management of solid and liquid waste
-
- Therefore, including the above mentioned non-compliances, the ESPA Audit team recommended all companies to implement all non-compliances mentioned in the main body of the ESPA report. Besides to this, the Audit Team recommended that after endorsement is made by Environmental protection and rural land administration bureau (EPRLAB), the ESPA report should be delivered officially to the all companies and SRS EPRLAB monitoring and planning team for undertaking immediate corrective measures and follow-up respectively.
 - Last but not least, the audit team recommended users of this ESPA report to read the whole text for informed implementation and decision.

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