



Traffic Management Plan



CIMAF, Senegal

31 August 2021

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31 August 2021

Traffic Management Plan

CIMAF, Senegal

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Acronyms and Abbreviations

Name	Description
CIMAF	Comments de L'Afrique
EHS	Environmental, Health and Safety
ESIA	Environmental and Social Impact Assessment
IFC	International Finance Corporation
SOPs	Standard Operating Procedures
TMP	Traffic Management Plan
WB	World Bank
WBG	World Bank Group
km	Kilometres

1. INTRODUCTION

1.1 Objectives

The purpose of the Traffic and Transportation Management Plan ("TMP") for the Project is to manage and reduce Project-related risks and impacts to infrastructure and human safety along roads used for Project transportation. Project construction and operation will generate additional traffic, including heavy truck trips, on public roads, primarily on the 25 km segment of the N2 between the A2 Toll Road and Route Theis-Sindia. The Project access road is shared with other users, including a water utility, market garden businesses, and persons using the Thiès Classified Forest for herding, foraging, and other uses.

The management strategies for infrastructure and traffic congestion focus on the Project access road and N2 segment described above. Beyond these road segments, project traffic would be dispersed along local roads (for employee transportation) or regionally or internationally (for deliveries to and from the Project site). The management strategies for traffic safety would enhance the safety of all project transportation, whether that traffic occurs on local roads or extends to the regional, national, and international transportation network.

The impact assessment identifies the most substantial transportation-related impacts (traffic congestion, degradation of road facilities, and road safety), during the Construction and Operations phases. This Plan presents the recommended strategies and measures to mitigate or eliminate potential safety and transportation risks and impacts for affected populations and areas.

1.2 Scope

The TMP covers the transportation of Project-related vehicles, equipment, material, and workers to the construction sites, supply yards and workspaces associated with the Project. The provisions of the TMP address driver training and behaviour, vehicle maintenance, communications with drivers, and correction of unsafe road conditions.

1.3 Legal Framework

Various laws, policies, systems, standards and international good practice codes are applicable to the implementation of this Plan as follows.

1.3.1 Senegalese Regulations

The Law on the Environment Code and accompanying Decree of 2001 set out rules and procedures for any project that may have an impact on the environment. Impacts to be considered include biophysical impacts; social impacts; impacts on human health, welfare and needs; impacts on renewable and non-renewable resources; and displacement impacts (Decree Article 39). The Environmental Code of Senegal does not specifically enumerate traffic or transportation impacts; however, the Environmental Code does address many results of traffic impacts, such as air pollution, noise, and risks to public safety.

1.3.2 International Standards

In addition to the Senegalese laws, the following international standards are applicable to this Plan:

- IFC 2012, WB 2012, and MIGA 2013 (hereby referred to as WBG) Performance Standard 4, Section 6: Infrastructure and Equipment Design and Safety; and
- WB/IFC General EHS Guidelines, Section 3.4, World Bank Group, 2007.

1.4 Responsibility

CIMAF is ultimately responsible for the execution and enforcement of the TMP. Construction contractors will be responsible for carrying out the physical work associated with the management plans and any work required to maintain compliance with the standards outlined herein throughout the construction project. During Project operations, CIMA F will manage all quarry and plant operations. For both phases, Standard Operating Procedures (SOPs) must be developed by the CIMA F Management Team in concert with construction contractors and CIMA F managers to ensure compliance.

CIMA F will appoint appropriate individuals (Supervisors and Technicians) to oversee the monitoring programs and reporting of results and to serve as a point of contact for information dissemination.

CIMA F will ensure that all employees and contractors involved in management of transportation-related activities have appropriate training. All new employees will receive a project specific induction that will summarise the requirements of the management plan, provide them with the appropriate resources to fulfil their relevant commitments, and direct them to the appropriate resources responsible for monitoring their individual activities and compliance.

Whenever possible, there will be co-ordination between tasks that are common to the TMP and other management plans relevant to the project. Supervisors will have the authority to shut down a task or activity if there is non-compliance and/or infraction of the Traffic and Transportation Management Plan until that non-compliance and/or infraction is rectified.

2. PROJECT DESCRIPTION

2.1 Project Location

The Project site is located in Senegal, in the commune of Keur Moussa in the department of Thiès, about fifty (50) kilometres (km) east of Dakar, on the national road Route Nationale 2 (RN2, about 1.6 km north of the Project). The closest larger towns are Pout, 4.5 km to the north-west, and Thiès Ouest, 6 km in north-east of the Project site. An additional quarry is within 1 km of the Project site, and commercial as well as subsistence agricultural fields within 1.5 km west and south of the Project site.

Keur Moussa has seen increased development due to the initiation of a number of new government projects, importantly including Dakar's new Blaise Diagne International Airport (AIBD, 6 km south-east of the Project) and the extension of the toll motorway between Diamniadio and Mbour (0,6 km south of the Project site).

The location of the Project is illustrated in Figure 1-1 below.

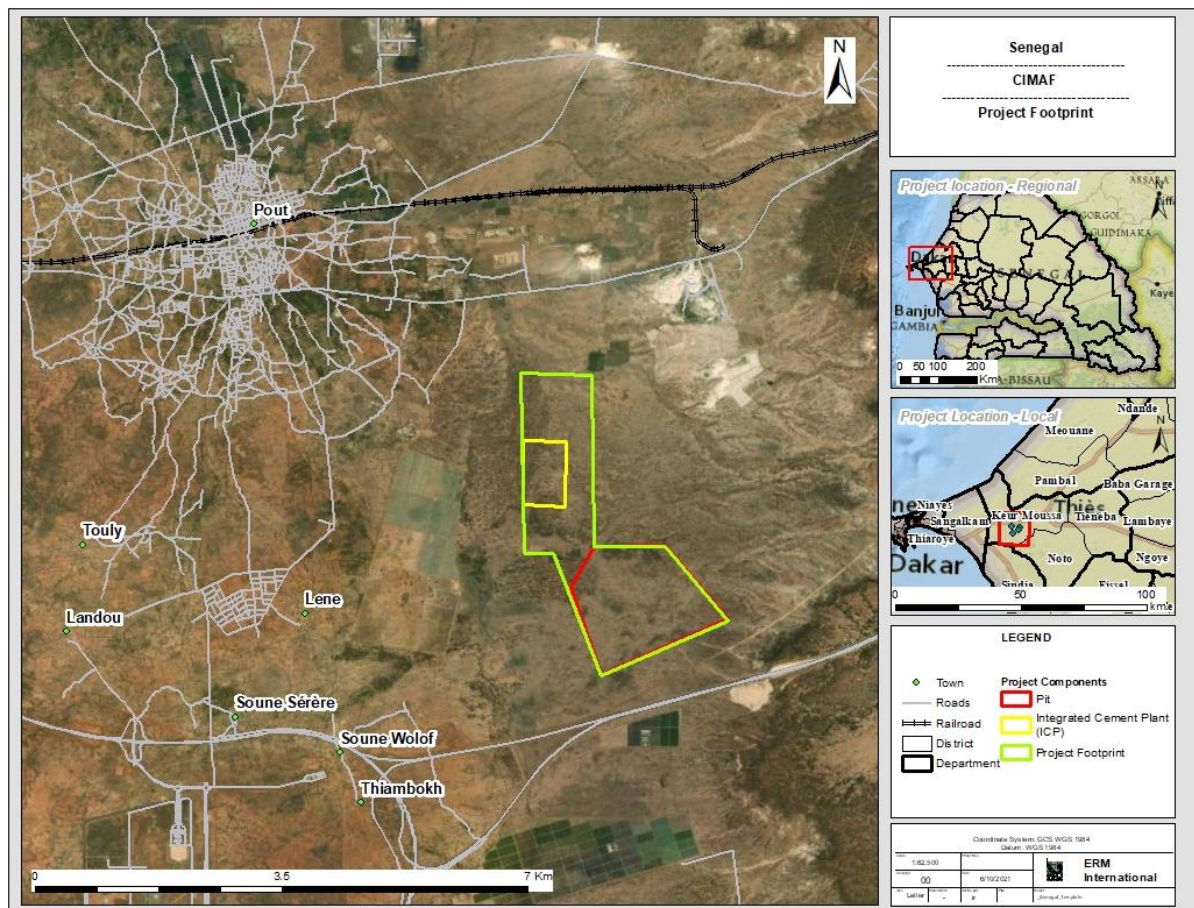


Figure 1-1 Location of the Project site in the Commune of Keur Moussa

2.2 Description of Major Roads

Major roads in the Project Area include the RN2, A1, and A2 motorways. The RN2 is a paved, 2-lane road with a typical paved width of 7 - 8 m, frequent at-grade intersections, occasional paved or unpaved shoulders, and no regular sidewalks or other pedestrian facilities. The RN2 between Dakar and Thiès is the most travelled road in Senegal, and is the route used by buses, coaches, and other travellers from Dakar to all other destinations in Senegal. The RN2 has no sidewalks or other pedestrian facilities, and pedestrians often walk along the shoulders of the road.

The A1 is a 4-lane divided highway with a limited number of grade-separated interchanges. It has typical paved width of 23 - 24 m, including four (4) total travel lanes, a concrete centre median and paved shoulder. The A1 links Dakar to AIBD and the coastal city of Mbour. The A2 is a 4-lane divided highway, with similar dimensions to the A1. It links the A1 near the airport to Touba. The A1 and A2 are also referred to as the Toll Roads (Autoroutes à péage).

Local road networks are more limited, with many rural roads in poor condition or unpaved (OSAC 2020). Unregulated transportation services (typically vehicles in poor condition, known locally as "illegal taxis") provide services between smaller communities not linked by regulated buses and coaches (2019 EIES).

2.3 Traffic Management Considerations

The management considerations described in Section **Error! Reference source not found.** would generally address the Project's contribution to cumulative impacts, along with its direct impacts. In

particular, the TMP would ensure that Project-related transportation activities adhere to international best practice for transportation safety.

3. METHODOLOGY

Section 5.0 of the Environmental and Social Impact Assessment (ESIA) for the Project describes the process used to describe baseline conditions and receptors, and to identify and evaluate the significance of potential traffic and transportation impacts. Impact significance is generally identified as a combination of impact magnitude and receptor sensitivity.

Receptors for the Project's transportation-related impacts include users of and residents or business owners with property adjacent to the RN2, A2, and local roads. Receptor sensitivity is characterised as either Low, Medium, or High, based on the ability of these receptors to adapt to Project-related changes in road traffic volumes, transportation safety risk, and degradation of road infrastructure, and as discussed below.

- **Low:** Receptors can easily adapt to Project traffic because they are accustomed to anticipate traffic volumes and heavy vehicle traffic, are comfortable sharing the road with Project-related vehicles, or are able to reach their destination using alternative routes not affected by Project traffic.
- **Medium:** Somewhat frequent or regular users of the affected roads, and residents/business owners for properties impacted by Project traffic, but whose property is not adjacent to Project roads. These receptors can adapt to Project traffic with some difficulty, either because of lack of comfort with frequent heavy vehicle traffic or lack of alternative routes. These receptors may choose to delay or reschedule trips due to Project traffic.
- **High:** Frequent, regular users of the affected roads and residents/business owners of properties adjacent to Project roads. These receptors would have great difficulty adapting to Project traffic, either because of lack of comfort with frequent heavy vehicle traffic, lack of alternative routes, or concerns about direct access to their property. These receptors may avoid travel altogether, or may find even limited travel on Project roads to be highly stressful.

Magnitude is expressed as either negligible, low, medium, or high, based on a detailed set of components described in Section 5.6 of the ESIA. These components include impact type (direct, indirect, and induced), geographic extent, duration, scale, and frequency. Impacts that are direct, have larger extents, durations, and scales, and/or are more frequent tend to have higher magnitudes.

As presented in Table 3-1 below, the impact significance can be Negligible, Minor, Moderate or Major.

Table 3-1 Impact Significance

SIGNIFICANCE				
MAGNITUDE		Sensitivity/Vulnerability/Importance of Resource/Receptor		
		Low	Medium	High
	Negligible	Negligible	Negligible	Negligible
	Small	Negligible	Minor	Moderate
	Medium	Minor	Moderate	Major
	High	Moderate	Major	Major

4. BASELINE DATA COLLECTION

Traffic data collection occurred on 24, 25, 27, and 28 March 2021. Table 6.1 summarises traffic data collected on the N2 at the Project access road, and at Exit 1 on the A2, southeast of the project site (see Table 4-1). Traffic volumes on these major roads were generally low—equivalent to a maximum of 900 vehicles per hour on the RN2 near the Project Site access road, and a maximum of 564 vehicles per hour at Exit 1 on the A2. Weekend traffic volumes were modestly higher than weekday volumes. Heavy vehicles (buses, trucks, etc.) comprised between 6 and 25 percent of total traffic, depending on location and time of day. The highest volume of heavy vehicle traffic occurred on the A2 on weekdays, with a peak of 201 heavy vehicles during a one-hour period.

No traffic safety data or reports for the RN2, A1, or A2 near the Project Site were readily available to the public. Overall, Senegal recorded 23.4 traffic fatalities per 100,000 population in 2016; by comparison, all of sub-Saharan Africa recorded 27.2, while the world average was 18.1 (World Bank 2021). The U.S. Department of State's description of driving conditions in Senegal states that "poor traffic markers; changing traffic patterns; the presence of animals or people in the road; and random, unannounced road construction confuse even the most experienced drivers. Many local drivers are aggressive, unpredictable, and untrained," and road safety issues compound during the rainy season (OSAC 2020). The World Bank rates Senegalese efforts to enforce traffic safety (including speed limits, drink-driving laws, motorcycle helmet laws, and seat belt laws) as 3 to 6 out of 10 (World Bank 2018).

Table 4-1 Traffic Data

RN2 at Site Access Road								
Time of Day	Weekday (Average, 24-25 March)				Weekend (Average, 27-28 March)			
	Autos	Mopeds/ Motorcycles	Heavy Vehicles	Total	Autos	Mopeds/ Motorcycles	Heavy Vehicles	Total
08h00-08h20	136	35	25	195	140	28	33	200
12h00-12h20	142	57	26	224	200	25	33	258
16h00-16h20	146	48	26	219	184	26	24	234
18h00-18h20	155	38	26	218	233	30	37	300
19h00-19h20	170	52	25	247	224	22	38	283
20h00-20h20	103	37	15	155	167	19	26	212
Toll Road A2 Exit 1 (at interchange with the Thiès-Sindia road)								
Time of Day	Weekday (Average, 24-25 March)				Weekend (Average, 27-28 March)			
	Autos	Mopeds/ Motorcycles	Heavy Vehicles	Total	Autos	Mopeds/ Motorcycles	Heavy Vehicles	Total
08h00-08h20	50	17	46	113	99	13	14	126
12h00-12h20	63	16	54	133	143	11	23	177
16h00-16h20	50	17	44	111	143	18	28	188
18h00-18h20	65	19	57	141	137	14	25	175
19h00-19h20	71	19	67	157	143	12	31	186
20h00-20h20	32	6	29	67	129	9	14	152

5. TRAFFIC IMPACT ASSESSMENT

Section 12.3 of the ESIA describes the traffic impact assessment in greater detail. This section of the TMP summarises the findings of the ESIA regarding traffic and transportation impacts. The Project activities generating traffic would include:

- Employee construction transportation: up to 78 vehicle individual trip movements per shift, including large and small coaches and automobiles.
- Delivery of construction equipment, supplies and components needed for construction; waste removal; and movement of vehicles used in construction from contractor yards: 20 to 140 individual trip movements per day during the peak month of construction activities. This assessment assumes that most of these vehicle movements would be on weekdays and not during the morning or evening peak commuting times.
- Operations employee transportation: 30 individual trip movements per shift.
- Inbound deliveries to the plant, as follows:
 - Petcoke deliveries: an average 116 individual trip movements per day during the two-month delivery period, and no movements during the remaining 10 months.
 - Bauxite and gypsum delivery: 12 individual trip movements per day.
 - Diesel fuel and other supplies, plus waste removal: Two individual trip movements per day.
- Outbound product trips: 200 trip movements per day, year-round.
- Local traffic between the quarry and plant: 152 individual dump truck trip movements per day, via roads that are accessible to local residents, primarily pedestrians.

As a result of the activities listed above, Project construction and operation would generate three types of traffic-related impacts during construction, operations, and closure, as described below.

- Marginal increases in traffic congestion and delay, due to Project-related vehicle trips. These impacts would primarily occur along the RN2—the only road connecting the Project to the regional road network;
- Marginal increases in deterioration of public roads, due to Project-related vehicle trips, especially heavy vehicle trips. This deterioration is most likely to occur on the Project access road and the RN2, the roads that will carry the largest share of Project vehicles; and
- Increased transportation safety risks due to crashes involving Project vehicles on public roads. Settlements near the RN2 and access road will be more vulnerable to these impacts. Due to their size, weight, and limited manoeuvrability, trucks, buses, and other heavy vehicles are typically associated with higher likelihoods of crashes and other incidents..

Table 5-1 summarizes the Project's pre-mitigation traffic and transportation impacts, including magnitude, receptor sensitivity, and impact significance.

Table 5-1 Traffic Impact Assessment

Impact	Impact Magnitude	Receptor Sensitivity	Impact Significance	Notes and Description
Traffic increases	Small	Medium	Minor	Project traffic would contribute to incremental delays at the intersection of the Project access road and RN2 during peak hours, and occasionally at other times due to slow moving heavy vehicles or occasional traffic incidents or road repairs.

Infrastructure damage	Negligible	Medium	Negligible	Incrementally faster wear and deterioration of road surfaces due to Project truck traffic. Applicant would adhere to regulatory weight limits (not common practice in the region).
Accidents and related risks	Medium	Medium	Moderate	Transportation risks rise in proportion to increased traffic, especially truck traffic. Outcomes of accidents involving Project vehicles could be substantial, particularly for pedestrians, who sometimes walk along public roads.

The adverse impacts described above would contribute to cumulative impacts from other infrastructure projects in the region, notably the Senegal Phosphate Project and other industrial projects that use the RN2 for their primary access to the regional road network.

In addition to the adverse impacts described above, Project activities are intended to replace existing clinker imports to the Port of Dakar, and related truck trips between the port and surrounding nations, specifically Mali. Project operations traffic would, to a large degree, replace existing trips along the RN2 between the Project site and the Mali border. As a result, Project operations would result in negligible changes in traffic volumes and congestion, road infrastructure degradation, and transportation safety risk on the RN2 and other major roads. Moreover, Project operations would reduce these impacts on the RN2 and other major roads west of the Project site.

6. TRAFFIC MITIGATION ASSESSMENT

Error! Reference source not found. describes the proposed mitigation measures to address the traffic impacts described in Section 5.

Implementation of the proposed mitigation measures would not change the significance of the Project's impacts on traffic operations, which would remain a **Minor Impact** post mitigation or road infrastructure degradation, which would remain a **Negligible Impact** post mitigation.

Based on the implementation of the proposed mitigation measures, the significance of the impact on transportation safety would be a **Minor Impact** post mitigation (refer to Table 3-1).

Table 6-1 Traffic Management Measures

Ref No.	Aspect Activity	Management Measure	Timing and Frequency	Target / Performance Indicators
1	Road infrastructure maintenance	Conduct pre-construction and periodic surveys of the status of the N2 from the A2 Toll Road to the Route Thies-Sindia.	Within 6 months prior to start of construction; periodically thereafter	<ul style="list-style-type: none"> ■ Completion of initial and periodic surveys (as frequently as deemed necessary in collaboration with the relevant authorities) ■ CIMAFA maintains records of periodic physical road surveys; records are available to government agencies and the public.
2	Road infrastructure maintenance	Require drivers to immediately report deterioration in road condition to manager. In the same log or written record as the annual road surveys, provide form to facilitate manager notations of driver reports on changes in road conditions, including date, location and nature of change.	Ongoing during construction and operations	CIMAFA maintains ongoing, complete record of driver observations during construction and operations; records are available to government agencies and the public.
3	Road infrastructure maintenance	Work with appropriate authorities to encourage maintenance of public roads and bridges to allow safe travel within regulatory speed limits, reduce noise and vibration, and to avoid continued pavement deterioration.	At least annually; more frequently as needed	Road maintenance and repairs occur as needed. Road conditions are maintained at or better than pre-construction condition.
4	Road infrastructure maintenance	Maintain the Project access road between the N2, the quarry, and clinker plants in good condition	As needed	Project access roads are in good condition at all times
5	Road infrastructure improvements for increased safety and reduced potential for congestion	In conjunction with Action #1 above, initiate and fund a Road Safety Analysis of the N2 between the A2 and Route Thies-Sindia to identify geometric and functional concerns (e.g., road width, sight distance, structures close to travel lanes) and to recommend corrections such as widening, signage, and revised road geometry to ensure safe and efficient truck movements. Coordinate the study with appropriate government authorities. Specifically, consider the addition of turn lanes at the intersection of the N2 and Project access road. Communicate study results with other road users, appropriate community groups, and road authorities.	Once, within 6 months prior to start of construction	<ul style="list-style-type: none"> ■ Completed Road Safety Analysis ■ CIMAFA maintains record of completed road survey and study, as well as record of communication about road survey and study results with road users, community groups and road authorities. Records are publicly available, with copies provided upon request
6	Road infrastructure improvements for increased safety and	Based on study results in Action #6, coordinate with appropriate authorities to identify and implement improvements.	Once, prior to commencement of construction	Completion of projects identified in Action #6.

	reduced potential for congestion			
7	Traffic management for improved safety and reduced road congestion	Work with appropriate authorities to provide active traffic management - police officers or others directing traffic to avoid congestion or dangerous driving behaviours - at the intersection of the N2 with the Project access road during peak travel times, such as morning and evening peak travel for employees and arrival of extensive truck transports.	Daily for ongoing construction or operations	Number of crashes or other traffic incidents at the intersection of N2 and Project access road during morning and evening peak hours.
8	Enhanced safety through stakeholder engagement and education	Maintain and enhance relationships with local stakeholders to understand risks particular to truck traffic on the Project access road and N2, and coach routes for employees on local roads within communities where employees live. Understand locations with higher crash incidence, risk factors, and community events that may lead to traffic congestion. Develop understanding of community traffic patterns and schedules, especially times when N2 is travelled by school children, school buses or other sensitive receptors, or when community events would result in high road use.	Community meeting at least 6 months prior to construction; periodic meetings until planning for safety measures and pre-construction road improvements are complete	<ul style="list-style-type: none"> Periodic community meetings during pre-construction period CIMAF captures meeting notes, makes them available to the public, and follows up on concerns. Notes should specifically include information on use of roads by school children or buses and community events that would impact traffic
9	Enhanced safety through stakeholder engagement and education	Maintain and enhance ongoing communication with stakeholders, such as road users and community residents. Meetings can be scheduled and advertised solely for communication on CIMAF transportation or can occur within the context of regularly scheduled community meetings.	In-person meetings annually or more frequently with stakeholders	Annual or more frequent meetings. CIMAF maintains meeting records, makes them available to the public, and follows up on concerns.
10	Enhanced safety through stakeholder engagement and education	Provide a grievance mechanism that is easy to access, transparent, and responsive. Accept grievances in writing, electronically, by telephone, or verbally at community stakeholder meetings. Create written record of all grievances submitted verbally.	Ongoing availability; initial response within one week; timely resolution or final response	Number of grievances received CIMAF maintains records of grievances, initial response, and final resolution or disposition.
11	Enhanced safety through stakeholder engagement and education	Provide community education programmes on road safety and vehicle interactions. Increase road safety awareness for school children and community members.	Ongoing availability of training personnel and materials; in-person educational	<ul style="list-style-type: none"> Publication of safety and educational materials on road safety and driving or walking safely on roads used by Project traffic. In-person training at local schools and community meetings upon request.

			sessions at least twice annually	
12	Enhanced safety and reduced road congestion	Schedule truck trips to reduce safety risks and avoid conflicts and delays based upon community traffic patterns. Avoid truck trips during time periods when N2 is more likely used by school children, school buses or other sensitive receptors.	Continual during construction and operations	Availability of schedules that avoid Project truck traffic on N2 at times when school buses or school children are using road or when major community events that would affect N2 occur.
13	Enhanced safety through driver training, both general and project-specific	Use only drivers with the required driving license. Enforce driver qualifications and training for all drivers, whether employees or sub-contractors. Include requirements in applicable contracts.	Continual during construction and operations	<ul style="list-style-type: none"> ■ Annual verification of all driving licenses for Project drivers. ■ Provision of driver training to all Project drivers, including at least annual refresher training. ■ CIMAF and contractors retain relevant records of licenses and training.
14	Enhanced safety through driver training, both general and project-specific	Establish driver training program specific to the vehicles, roads and risks encountered for the particular tasks. Require regular truck driver safety training, defensive driving training, and testing.	Annual trainings and briefings as needed for drivers during construction and operations	<ul style="list-style-type: none"> ■ Annual training. ■ Briefings as needed. ■ CIMAF and contractors retain driver training program materials and record of completion for all drivers
15	Enhanced safety through consistent safe driving practices	Establish and enforce rest and break standards that comply with industry and national standards.	Continual during construction and operations	CIMAF and contractors provide all drivers with written policies, and require drivers to sign agreement, indicating rest and break standards.
16	Enhanced safety through consistent safe driving practices	Structure contracts with truck contractors to avoid incentives for speeding or insufficient fatigue break	Continual during construction and operations	CIMAF contracts prioritise safe driver practices.
17	Enhanced safety through consistent safe driving practices	To the degree permissible by law, require daily or periodic drug and alcohol testing for all drivers. Enforce driver quality through loss of jobs or contracts for individual drivers for drug or alcohol offenses	Daily during construction and operations	<ul style="list-style-type: none"> ■ Daily or periodic drug and alcohol testing (to the degree possible). ■ CIMAF and contractors provide drivers with written policies regarding drug and alcohol use and testing. Retain records of testing as permissible by law.
18	Enhanced safety through consistent safe driving practices	Equip trucks with speed governors or on-board GPS, and/or monitor vehicle speed and location. Enforce driver quality through loss of jobs or contracts for chronic or egregious speeding.	Continual during construction and operations	<ul style="list-style-type: none"> ■ Use of speed governors, GPS, or other monitoring efforts. ■ CIMAF and contractors provide drivers with written policies regarding speeding;

				managers implement ongoing enforcement of policies.
19	Vehicles in good condition and safe to operate on public roads	Require scheduled, preventative vehicle maintenance according to manufacturers' recommendations for all Project vehicles, whether owned by Project or a contractor	Periodic during construction and operations	<ul style="list-style-type: none"> ■ Establishment of regular schedule for vehicle preventive maintenance. ■ Documented completion of scheduled maintenance.
20	Vehicles in good condition and safe to operate on public roads	Complete a vehicle safety checklist daily prior to vehicle operation on public roads	Daily during construction and operations	CIMAF and contractor managers provide vehicle safety checklist to each driver daily prior to vehicle operation.
21	Driver communication in case of emergencies	Provide uniform in-vehicle communications systems that enable contact with truck traffic controllers and other drivers	Continual during construction and operations	CIMAF and contractors provide (or require, for independent truck operators) and ensure proper operation of in-vehicle communication systems.
22	Noise impact reduction	Require that noise-controlling devices be in good operating condition	Continual during construction and operations	CIMAF and contractors provide (or require, for independent truck operators) and ensure proper operation of noise-controlling devices.
23	Prevention of nuisance and visibility hazard from airborne dust or dirt on roads	Wash all trucks leaving the Project site using a dedicated wash station where water can be continually recycled.	Throughout construction and operations	CIMAF or contractors provide wash station at both the quarry and the clinker plant; require truck washing prior to leaving Project site.
24	Prevention of hazard and nuisance from airborne dust or dirt on roads or from truck spills	Securely cover loads on trucks (for mining and plant products and waste and deliveries of fuel and raw materials) to minimise spillage and dust.	Throughout construction and operations	CIMAF and contractors develop and enforce policies requiring truck load covers.
25	Prevention of hazards and delays from truck spills	Do not overload trucks	Throughout construction and operations	CIMAF and contractors develop and enforce policies prohibiting truck overloading.
26	Prevention of nuisance and visibility hazard from airborne dust or dirt on roads	Use water trucks or other suitable means to reduce dust that would be carried onto the public roads by haul trucks and other vehicles	Throughout construction and operations	CIMAF and contractors use water trucks near quarry and clinker plant exit driveways to reduce dust that would be carried onto the Project access road or N2.

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