



***FRAPORT TAV
ANTALYA TERMINAL MANAGEMENT C.O.***



**COMMUNITY HEALTH & SAFETY
MANAGEMENT PLAN**

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1. PURPOSE

The purpose of the Community Health and Safety Plan (CHSP) is to provide guidance on mitigation of impacts resulting from activities related to the Antalya Airport Expansion Project. With this plan, an effective public health and safety relationship and management mechanism will be established.

2. SCOPE

This plan covers all in-house employees and subcontractors/suppliers of Fraport TAV at all levels, as well as the defined target stakeholder groups who are directly or indirectly involved in our projects and who are positively or negatively affected by the project outcomes.

The Community Health and Safety Plan (CHSP) will be implemented to manage risks that may arise regarding public health,. CHSP determines mitigation measures to reduce impacts arising from Project-related activities that may affect surrounding communities.

In order to comply with national legislation and international standard requirements, CHSP 's main purposes are as follows;

- Eliminating or reducing the negative health effects that may arise from the project and the operation process,

Establishing a complaint mechanism to ensure effective communication between surrounding communities and to address the concerns of the affected community and to establish effective communication.

3. DEFINITIONS

EADB	Airport Education, Research and Inspection Unit
ATRI	Airport Training, Research and Inspection Unit
ATS	Antalya TAV Sera A.Ş. (EPC Contractor)
BP	Best Practices
CAP	Correction Action Plan
CC	Corporate Communication
CHSP	Community Health&Safety Plan
CLO	Community Liaison Officer
DGCA	Directorate General of Civil Aviation
EBRD	European Bank for Reconstruction and Development
EMS	Environmental Management System
EPC	Engineering Procurement and Construction
ESAP	Environmental and Social Action Plan
ESIA	Environmental and Social Impact Assessment
ESMP	Environmental and Social Management Plan

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ESMS	Environmental and Social Management System
Fraport TAV	Fraport TAV Antalya Terminal Management
GIIP	Good International Industrial Practices
HR	Human Resources
HSE	Health, Safety, Environment
IFC	International Finance Corporation
OHS	Occupational Health and Safety
<u>NMP</u>	<u>Noise Management Plan</u>
<u>VNIP</u>	<u>Voluntary Noise Insulation Program</u>
NTS	Non-Technical Summary
PR	Performance Requirement
PS	Performance Standard
SD	Security Department
SDS	Safety Data Sheet
SEP	Stakeholder Engagement Plan
SLIP	Supplementary Livelihood Improvement Plan
TD	Technical Department
CHSP	Community Health&Safety Plan
DGCA	General Directorate of Civil Aviation

4. RELATED DOCUMENTS

- IFC Performance Standard PS 1: Assessment and Management of Environmental and Social Risks and Impacts
- IFC Performance Standard PS 3: Resource Efficiency and Pollution Prevention
- IFC Performance Standard PS 4: Public Health, Occupational Safety and Security
- IFC Performance Standard PS 5: Land Acquisition and Forced Resettlement
- EBRD Performance Requirement PR 1: Assessing and Managing Environmental and Social Risks and Impacts
- EBRD Performance Requirement PR 3: Resource Efficiency and Pollution Prevention and Control
- EBRD Performance Requirement PR 4: Health, Safety and Security
- EBRD Performance Requirement PR 5: Land Acquisition, Land Use Restrictions and Involuntary Resettlement

In Turkey, legislation regarding health, occupational health and safety issues:

- Occupational Health and Safety Law No. 6331

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- Law No. 5188 on Private Security Services
- Highway Traffic Law
- Occupational Health and Safety Risk Assessment Regulation
- Regulation on Emergency Situations in Workplaces
- Regulation on Fire Protection of Buildings
- Regulation on the Transport of Dangerous Goods by Road
- Waste Management Regulation
- Air Quality Assessment and Management Regulation
- Soil Pollution Control Regulation
- Water Pollution Control Regulation (SKKY)
- Environmental Noise Assessment and Management Regulation

Internal (FTA) documents regarding community health and safety:

- Environmental and Social Management System Manual (ESMS)
- OHS Directive
- FTA Security Plan
- Community Health and Safety Procedure
- Grievance Mechanism Procedure
- Stakeholder Participation Procedure
- Audit Procedure
- Dangerous Goods General Instruction
- Society-Stakeholder Risk Assessment
- Water Management Plan
- Wastewater Management Plan
- Supplementary Livelihood Improvement Plan (SLIP)
- Noise Management Plan (NMP)
- Voluntary Noise Insulation Program (VNIP)

5. ROLES AND RESPONSIBILITIES

The QD, SD and the HR bear the chief responsibility for timely implementation of the CHSP. In order to fulfill this aim, all three departments may seek the assistance, cooperation and collaboration of other departments, particularly the Corporate Communication. For any deed that requires getting into contact with local authorities the CC, in collaboration with the QD, is responsible.

In the light of this, the overall responsibilities of the Sponsor (FTA) can be summarized as follow:

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Roles	Responsibility
FTA	- The EPC Contractor is responsible for ensuring that the necessary remedial and/or corrective actions are taken to maintain the ESMP and OHS performance in line with international standards and good international industrial practices (GIIP). - Responsible for the development of the ESMS, which determines the systems and processes established to manage environmental, social and occupational health and safety issues. - Responsible for determining the policies for the project, implementing the ESMS and ensuring that they are carried out in accordance with the conditions of other management systems.
CC- Corporate Communication	The CC, in cooperation with the QD and CLO, is responsible for any action requiring contact with local authorities
QD- Quality Department	Has ultimate responsibility for the implementation of the Community Health and Safety Procedure. All suppliers (Subcontractors) are responsible for fulfilling the requirements specified in this procedure during the business partnership on behalf of Fraport TAV. He/she must make this procedure accessible and usable for relevant personnel.
QD- Quality OHS Expert	- The OHS Chief periodically checks the work environment measurement reports, health & safety checklists and coordinates the necessary actions to be taken in case any out-of-limits are detected that may have a potential impact on public health. - The OHS Chief is responsible for the continuous implementation of this procedure in the field and coordination with the EPC and OHS units of the supplier companies.
Occupational Physician	The Occupational Physician is responsible for researching local diseases specific to the project area and informing the Quality and Human Resources Department about specific symptoms, prevention measures, etc.
QD-Quality Expert	Responsible for proper implementation of the grievance mechanism.
HR-Human Resources	Responsible for the implementation of personnel planning, recruitment, skill development, training and awareness-raising activities within the scope of workplace policies, procedures and management plans.

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	- Ensures that HR policies and procedures comply with international regulations such as the International Labor Organization (ILO), • IFC PS2/EBRD PR2, and national legislation. - Policy implementation; It will include direct contract and supply chain workers and covers issues such as human rights, non-discrimination, equal opportunity, protection of vulnerable people, skills development, complaints management, health and safety, forced labor and child labor. - Ensures the implementation of a transparent and non-discriminatory complaint procedure for workplace management.
CLO	To manage negotiations and collaborations with local institutions and organizations within the scope of SEP, to manage SLIP applications, to receive complaints and demands of local people, to evaluate and finalize them in the H&S Board.

FTA has overall accountability for the compliance of Project activities during both the construction and operation phases.

6. COMMUNITY HEALTH and SAFETY PRACTICES

FRAPORT TAV is committed to taking all precautions to ensure that no harm is caused to people and the environment and that all operational activities are carried out in full safety.

The key risks identified in the Community Health and Safety Plan are set out in the section below.

Fraport TAV and ATS will ensure that the following steps are taken to ensure mitigation measures are taken.

- Project stakeholders are engaged through the engagement process detailed in the Stakeholder Engagement Plan during the identification and implementation of mitigation measures to control risks and impacts on community health and safety.
- Community-Stakeholder Risk Assessment has been prepared. It includes the control process for potential accidents, injuries or illnesses that may occur during Operation and Construction activities. This procedure also defines the process of documenting investigation findings and taking measures to prevent recurrence.
- Community members will be informed and meetings will be organised regarding the potential impacts to human health or the environment during planned or existing hazardous situations.
- Security personnel are employed or subcontracted to ensure the security of work areas. These personnel fully comply with the requirements of national legislation on legal working conditions.
- A Grievance Mechanism, as detailed in the **Stakeholder Engagement Plan** and **Grievance Mechanism Procedure**, is in place for communities and individuals to formally raise concerns, suggestions and grievances and to formulate solutions mutually acceptable to the parties. Complaints can be submitted

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directly to CLO, through phone lines, the complaint boxes at mukhtars offices and the community feedback section on our website, (<https://www.antalya-airport.aero/community-feedback>)

6.1 Project Impact Identification

As noted in IFC Performance Standard 4, “the diminution or degradation of natural resources, such as adverse impacts on the quality, quantity, and availability of freshwater, may result in health-related risks and impacts.”¹ The organization has assessed environmental risks. Risk assessment method is defined in detail in the Risk Assessment Procedure (8.46KY.1.8). In risk assessment, environmental impact and dimension analyses are performed by taking into consideration the extent of the impacts of the activities on water, soil, air, human and natural resources.

Within the scope of the Environmental and Social Management System impacts that may adversely affect public health and environment were identified in the following areas.

a)



Airport usage and drinking water is provided from wells. Well permits were obtained from the Public Authority (DSI). Water quality is monitored periodically by accredited laboratory analyses. The organization has prepared a long-term Water Consumption Plan. The organization has prepared a long term Water Consumption Plan. It periodically monitors the water reserves and water quality of a sufficient number of wells selected as a sample at the airport and in nearby areas to monitor the water demand at the airport and in the immediate area (Ref: Water Management Plan).

In order to save water, luminaires with automatic sensors are used throughout the terminals and users are raised awareness through various visuals and trainings.

b) Waste Water Discharge

The wastewater generated at the airport is sent directly or via pumping stations to the wastewater treatment plant. Treated water is discharged in an appropriate manner. Discharge permits are available. The discharge water from the treatment plant is analysed according to the parameters specified in the *Domestic Wastewater Treatment Regulation and EU Waste Water Directive*. In addition, the Ph level of the discharged treated water is measured daily and chemical and microbiological analyses are performed monthly.

c) Management of Hazardous Substances

Hazardous wastes have potential threats to public health and environment and thus utmost importance is given to the disposal of such wastes in conformity with the IFC Performance Standard 4 which indicates that, “Where there is a potential for the public to be exposed to hazards, particularly those that may be life threatening, the client will exercise special care to avoid or minimize their exposure by modifying, substituting or eliminating the condition or material causing the potential hazards.”³

Hazardous materials and hazardous wastes are stored in accordance with the Environmental Law and related legislation. The design of hazardous materials and hazardous waste storages are constructed in a reinforced concrete and fire-resistant manner that prevents leakage.

¹ IFC Performance Standard 4, 2012, p.29.

³ IFC Performance Standard 4, 2012, p.28.

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In the process from the purchase of hazardous materials used at Fraport TAV until their disposal; compliance with the **General Instruction for Hazardous Materials**, which has been established to ensure safe transport, acceptance of hazardous materials to the warehouse, proper storage and safe use, is ensured.

Hazardous waste used in the organization are transported, recycled or disposed of by contracted companies licensed by the Ministry of Environment, Urbanization and Climate Change in accordance with the Hazardous Waste Management Plan.

d) Soil Quality Protection

The organisation has taken measures in accordance with the Regulation on the Control of Soil Pollution to prevent soil pollution due to water discharge or other wastes. The biological treatment system is operated efficiently to prevent pollution caused by the treatment water effluent. The resulting wastes are not discharged to the receiving environment, temporary storage etc. activities are carried out in accordance with standard criteria. In case of any contamination, the soil is cleaned and reused.

Treatment sludge is transported to municipal facilities for disposal through a licensed company.

e) Air Quality Protection

In order to protect air quality, reduce and prevent emissions (e.g. dust, exhaust gases, ozone depleting substances, etc.), the following measures have been taken in accordance with the Regulation on the Control of **Industrial Air Pollution and IFC EHS Guideline**.

- Establishment of chimney filtration system and chimney emission measurements,
- Generating and saving electricity with low-emission fuels,
- Reducing the use of vehicles in the enterprise, electric vehicle preference,
- Regular maintenance of the devices used,
- Preferring devices that do not use gases that damage the ozone layer.

The studies have been carried out since 2010 within the scope of the Airport Carbon Accreditation programme conducted by the Airports Association of Europe (ACI Europe). The organisation has been certified by meeting ACA Level 3+ requirements.

f) Reducing Dust Effect

Minimizing dust at the airport is essential for maintaining air quality, passenger and local communities' comfort. In order to reduce dust and hence its adverse impacts regular sweeping and washing of terminals, walk and runways is in place. Landscaping also plays a critical role in reducing dust as planting grass and spraying especially in windy days and summers are other measures applied by the airport. Furthermore, high-efficiency air filtration systems are installed at the terminals which further contributes to air quality by trapping fine particles.

g) Noise Management

Environmental noise impact assessment is the responsibility of DHMI within the scope of the current legislation and the current long-term concession agreement . There are no flight restrictions applied at airports for aircraft noise in Türkiye. At Antalya Airport, aircraft engine tests are carried out in an isolated parking area, albeit in a very limited number.

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Although not held responsible for environmental noise management, a Noise Management Plan (NMP) is prepared by FTA. In addition, within the scope of the NMP, the Voluntary Noise Insulation Program (VNIP) will be started to be implemented in order to manage the complaints of the community affected by aircraft night-time noise and to produce solutions.

In addition, traffic plans have been made and precautions have been taken to prevent any effects that may disturb the surrounding people due to noise during the construction.

h) Odour Effect

In order to prevent odor formation, timely collection, temporary storage, recycling and disposal of solid and liquid waste from the facilities, auxiliary facilities, offices and social facilities within Fraport TAV are ensured. Deodorizers are used regularly in the waste separation plant

In the near future, airport waste will be processed outside the airport instead of at a waste separation facility.

i) Infrastructure and Equipment Design

Fraport TAV designs, constructs and operates the structural elements or components of the project in accordance with GIIP and taking into account the risks to the safety of third parties and affected communities. When new buildings and structures are opened to public use, the client assesses the additional risks of public exposure to operational accidents and/or natural hazards.

j) Community Exposure to Epidemic Diseases

FRAPORT TAV will cooperate and coordinate with the Border and Coastal Health Unit to ensure that all measures are taken to prevent the spread of possible infectious diseases. For this purpose, Health Unit instructions will be applied.

As stated in the Stakeholder Engagement Plan, there are five neighborhoods affected by the airport. FRAPORT TAV has established sincere ties with all the communities surrounding the airport. Regular consultations are held with the headmen. In all these neighborhoods, there are health centers that provide health services to residents, and access to health services does not pose a problem in the project-affected neighborhoods. FRAPORT TAV is in contact with these health centers. In line with the consultations, some medical equipment was donated to increase service capacity. There is a health screening program for PAP determined under SLIP.

Posters and brochures prepared to raise awareness and encourage gender equality were also delivered to health clinics.

Communication with the local people is maintained by the CLO, and the OHS Specialist and CC Manager provide support when necessary.

k) Traffic Management

Traffic is a major issue in and around the airport. A Traffic Management Plan is prepared including measures to mitigate impacts on related parties to support a smooth flow of traffic, summarized below:

- Speed limitations are applied to vehicles.
- Direction signs are placed around the airport.
- Consultations are made with the Provincial Traffic Coordination Board to ensure traffic flow.
- In collaboration with the relevant governmental bodies, inspections and observations are carried out at regular intervals.

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- As part of awareness raising campaign, Road Safety Training is conducted at schools around the airport in collaboration with the Provincial Directorate of Security.
- New parking areas, including a multi-storey car park, are established to ensure that parking spaces are available and to maintain the proper flow of traffic.
- The GAT Terminal and Cargo Terminal will be provided via the new (south gate) road project, which will be newly constructed for transportation, and will be implemented to prevent risks that may occur in the surrounding area. An E&S screening study is being conducted regarding this road.

Safety and Security Rules for Supplier

Suppliers are obliged to strictly comply with the security rules determined by Fraport TAV Security Plan, DHMI, DGCA, EADB. In this context; unauthorized access, entry cards, GBT research, physical measures, OHS, body search, vehicle search, air-land side security practices, declaration of "Demarked Area" in airside constructions, number of security guards, security devices to be needed, training and certification, etc. Necessary arrangements have been made for such situations.

The responsibilities of security personnel towards suppliers can be summarized as follows:

- Preventing unauthorized persons from accessing construction areas through security control,
- To intervene in any situation deemed unsafe within the scope of the "Private Security Services Law" No. 5188,
- Ensuring that security personnel are provided with Code of Conduct Training,
- To issue DHMI permanent entry cards to the personnel who will work in PAT fields,
- To prevent all personnel from working outside their scope of duty,
- To comply with the rules of the Apron Management / Operations Directorate in order to prevent any damage to aircraft / vehicles / systems when vehicles and equipment pass through the taxiway and apron,
- Safety and Security Rules for Visitors Unauthorized access by the public is prevented by security control.
- Güvenlik görevlileri saha ziyaretleri için ziyaretçilerden bir ziyaretçi kimlik formu doldurmalarını ister. Bu form, ziyaretçinin güvenliği için saha kurallarını gösterir ve proje sahasına girmeden önce hazır bulundurulur,
- Security guards ask visitors to fill out a visitor identification form for site visits. This form shows the site rules for the safety of the visitor and is kept ready before entering the project site,
- Visitors are provided with personal protective equipment appropriate to the environment (helmet, reflective vest, safety shoes, earplugs if exposure to noise is high, etc.)
- Illegal actions such as terrorist attacks and sabotage can put both airport users and affected communities living near the project area at risk. The documents taken as reference for the measures to be taken in case of a terrorist attack within the borders of the airport are the Airport Emergency Plan, Possible Action Plan and the Directive on Measures to be Taken Against Illegal Intervention Actions.
- Security activities within the Airport Apron and Terminal Expansion Construction Area are carried out in line with the "Protection and Security Plan" prepared in accordance with Article 6 of the Regulation on Protection Against Sabotage.

In an emergency:

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- Security personnel ensure that all passengers comply with announcements and directions from emergency team members.
- In case of evacuation, evacuation routes illuminated with signs on the floors are followed to reach the nearest assembly area.

6.2 Safety and Security Rules for Visitors

Unauthorized access of airport visitors other than passengers and staff is prevented by the control of Private Security officers.

- Security guards ask visitors to fill out a visitor identification form for site visits. This form shows the site rules for the safety of the visitor and is kept ready before entering the project site,
- Personal protective equipment appropriate to the environment is provided for visitors (helmet, reflective vest, safety shoes, earplugs if exposure to noise is high, etc.).
- Illegal actions such as terrorist attacks and sabotage can put both airport users and affected communities living near the project area at risk. The documents taken as reference for the measures to be taken in case of a terrorist attack within the borders of the airport are the Airport Emergency Plan, Possible Action Plan and the Directive on Measures to be Taken Against Illegal Intervention Actions.

Security activities within the Airport Apron and Terminal Expansion Construction Area are carried out in line with the "Protection and Security Plan" prepared in accordance with Article 6 of the Regulation on Protection Against Sabotage.

In an emergency:

- Security personnel ensure that all passengers comply with announcements, visual instructions, siren sounds and directions of emergency team members.
- In case of evacuation, evacuation routes illuminated with signs on the floors are followed to reach the nearest assembly area. Emergency Floor Plans are available in various areas of the floors to ensure easy access to evacuation routes.

6.3 Community Health and Safety Training and Emergency Preparedness

Community health and safety training at Antalya Airport plays a crucial role in ensuring the well-being of both passengers and staff. Training programs are designed to train staff in a wide range of health and safety protocols, including emergency response, first aid and fire safety. These programs identify and minimize risks and enable the airport to respond quickly to health and safety incidents. The training also fosters a culture of preparedness and awareness, resulting in collaboration with staff, local authorities, local communities and travelers.

Emergency Response Plan is designed to be always ready in case of an emergency or extraordinary situation that may occur in the Terminals and their extensions under the responsibility of Fraport TAV Antalya Airport, and to intervene in an organized and regular manner in coordination with the Airport Civil Administration, Police Department, DHMI and DGCA. is implemented.

In addition, in the Stakeholder Risk Assessment conducted in our organization, the measures taken in case of an emergency and the rules to be followed are defined.

- ✓ Fire
- ✓ Hazards from Chemical Substances and Chemical Spillages

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- ✓ Work Accident
- ✓ Natural Disasters
- ✓ Earthquake
- ✓ Flood, Flooding
- ✓ Storm and Lightning

7. MONITORING

Monitoring CHSP at Antalya Airport involves a comprehensive approach to ensuring the well-being of passengers, surrounding communities and staff. It includes regular evaluation of health protocols, sanitation and technical measures in line with national and international standards. Security monitoring is equally important to prevent potential threats in cooperation with local law enforcement.

Community health and safety activities are regularly monitored using the following tools:

In addition, the airport prioritizes the safety of passengers and local people thanks to its well-maintained infrastructure. Ongoing training and drills for staff on emergency preparedness and feedback loops from travellers, local authorities and local communities help improve and adjust the plan to address evolving risks and challenges. The airport ensures a safe and secure environment for everyone by monitoring key performance indicators and carrying out audits.

- Ongoing training and drills for staff on emergency preparedness and feedback loops from travelers, local authorities and local communities help improve and adjust the plan to address evolving risks and challenges. The airport ensures a safe and secure environment for everyone by monitoring key performance indicators and conducting audits.
- An institutional-level budget is prepared for all activities related to public health and safety and archived for managerial review in a separate folder dedicated to the project.
- Meeting announcements, presentations, participant lists, distributed brochures, questions asked and answers given are filed and archived.
- Feedback received about the effectiveness of the campaigns carried out within the scope of the project is evaluated,
- Monitoring the results of the "Check List" prepared in every field in order to carry out periodic monitoring activities systematically.
- Complaint Notifications received through various channels, including the website, and the resolutions made and their feedback,
- When any incident or nonconformity is detected, it is reported to the Quality Department and the measures taken are included in the Monthly Progress Report.

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Community Health & Safety Monitoring Plan						
ID	Source Doc.	KPI	Frequency / Period	Goal	Target/ Acceptance criterion	Responsibility
CHSP_01	IFC Environmental, Health and Safety Guidelines (IFC EHS GL)	Number of accidents or safety incidents (e.g., traffic accidents, workplace injuries) per year.	Annual	Reduce accident rates per year.	Reducing the accidents and injuries	FTA & all contractors
CHSP_02	IFC- EHS GL, IFC PS 4, EBRD PR4	Providing resolution within the average time it takes to resolve a complaint received from local communities.	Monthly	The resolution of a grievance received from local communities should not exceed 30 days	Reducing the duration spent to resolve community health safety-related grievances.	FTA & all contractors
CHSP_03	IFC- EHS GL, IFC PS 4, EBRD PR4	Number of community health safety complaints received from local communities	Monthly	Number of community health and safety grievances received from local communities should not exceed 10% of overall grievances received	Reducing the number / percentage of complaints about public health, safety and security	FTA & all contractors

COMMUNITY HEALTH&SAFETY PLAN**8. AUDIT AND REVIEW**

Whether this plan has been implemented correctly or not is verified by internal audits and monitoring to be carried out in accordance with the requirements in the "Internal Audit" section of the "ESMS Guide" and the Internal Audit Procedure.

The program, frequency, scope and objectives of the audit and the responsible internal auditors are specified in the yearly Audit Program to be developed and updated by the Quality Department.

Internal audit will address:

- Correct implementation of this Plan;
- Correct and timely implementation of the audit and review system;
- Each of the points specified in the tables in Section 6 (mitigation actions/measures) of this Plan.

The main areas that auditors will specifically address during the audit are;

- Records of permanent and non-permanent illnesses and injuries.
- Records of public health, safety and security complaints from local communities as recorded in the complaints management system
- Records of community health, safety and security incidents.
- Training/Awareness Participation Awareness training forms for security community members.
- Training/Awareness Participation Forms awareness training for community members involved in law enforcement.
- Air and noise emission monitoring reports

Evidence and results of field visits and inspection activities are included in "Field Observation Reports" and "Corrective Actions" records.

Fraport TAV Management reviews the site visit, inspection results and progress of Corrective actions and takes additional appropriate measures if necessary.

9. REPORTING

Evidence of the implementation of Actions/Measures (detailed in Chapter 6 of this plan) and relevant results are collected through site visit and audit activities as detailed in Chapter 8 "Audit and Review" of this plan; This evidence is disclosed in inspection and field observation reports.

Fraport TAV is responsible for collecting all statistics regarding public health and safety. If any Subcontractor is involved, all data is collected, compiled and reported by FTA.

The EPC Contractor (ATS) is responsible for collecting HSE statistics (including any training provided to communities and incident records) on a monthly basis and reporting to the FTA. If any Subcontractor is involved, he/she is responsible for the proper implementation of the requirements contained in the EPC Contractor Procedure under the supervision of the EPC Contractor. The results of the audit activities will be summarized in a six-monthly Report that will be made available to stakeholders for whom FTA is responsible. This report forms the basis for submitting the Monitoring report to Lenders.

The findings and monitoring activities observed during audits and field visits will be reported to creditors with a monitoring report to be prepared annually.

COMMUNITY HEALTH&SAFETY PLAN**10. EXECUTION and REVISION**

The Quality Department is responsible for the preparation of the Community Health & Safety Plan, its execution in its entirety, its revision when necessary, its publication and distribution, and its cancellation in case of abrogation. All management/employees are responsible for keeping this plan in the departments, announcing it to the personnel and acting in accordance with the principles of the plan.