



REPUBLIC OF LEBANON
COUNCIL FOR DEVELOPMENT AND RECONSTRUCTION

Consultancy Services For
Roads Routine Maintenance
And Rehabilitation of Remaining Roads
For Lot3 (Nabatieh, Marjayoun, West Bekaa, Rachaya, Hasbaya,
Jezzine & Saida Cazas)

CDR Contract No. 20836

Environmental & Social Management Plan (ESMP)
For Roads Routine Maintenance in Marjayoun Caza
(Stage 1.2.b of Task 1)

August 2022

(آيس) المكتب الهندسي الاستشاري
ص ب ١١-٣٤٤٦ بيروت - لبنان

ASSOCIATED CONSULTING ENGINEERS

B.P. 11 - 3446 BEIRUT- LEBANON



TABLE OF CONTENTS

| | |
|--|-----------|
| Table of Contents..... | 2 |
| List of Tables | 4 |
| List of Figures | 5 |
| List of Acronyms | 6 |
| Executive Summary – Non-Technical Summary..... | 7 |
| 1. Introduction | 20 |
| 1.1 Project Background | 20 |
| 1.2 Project Rationale..... | 20 |
| 1.3 Report Objectives..... | 20 |
| 1.4 Methodology..... | 21 |
| 2. Policy, Legal & Administrative Framework..... | 22 |
| 2.1 National Environmental and Social Legal Framework..... | 22 |
| 2.2 World Bank Policies..... | 23 |
| 2.3 International Treaties and Conventions | 24 |
| 2.4 Environmental Health and Safety (EHS) Guidelines of the WB | 24 |
| 3. Description of the Proposed Project..... | 25 |
| 3.1 Location..... | 25 |
| 3.2 Project Activities | 26 |
| 3.2.1 Incidental Repair Works | 27 |
| 3.2.2 Pavement Repair Works..... | 27 |
| 3.2.3 Concrete Repair Works | 27 |
| 3.2.4 Traffic Control Devices | 27 |
| 3.3 Material and Equipment | 28 |
| 3.4 Site Construction Staffing and Facilities | 29 |
| 4. Description of the Environment and Social Context..... | 30 |
| 4.1 Physical Environment | 30 |
| 4.1.1 Topography | 30 |
| 4.1.2 Geology | 30 |
| 4.1.3 Hydrogeology | 31 |
| 4.1.4 Climate and Meteorology..... | 31 |
| 4.1.5 Air Quality | 32 |
| 4.1.6 Land Use/Land Cover..... | 32 |
| 4.2 Biological Environment | 32 |
| 4.2.1 Flora | 32 |
| 4.2.2 Fauna | 33 |
| 4.2.3 Ecologically Sensitive Areas | 33 |

| | | |
|-----------|---|-----------|
| 4.3 | Socio Economic Environment | 33 |
| 4.3.1 | Demographic Profile | 33 |
| 4.3.2 | Economic Activities and Infrastructure..... | 33 |
| 4.3.3 | Education Services | 34 |
| 4.3.4 | Health Services | 34 |
| 4.3.5 | Cultural Heritage..... | 34 |
| 4.3.6 | Road Sensitive Receptors | 35 |
| 5. | Environmental and Social Impact Analysis and Mitigation | 36 |
| 5.1 | Assessment Methodology | 36 |
| 5.2 | Potential Positive Impacts during Maintenance | 36 |
| 5.3 | Impacts and Mitigation during Maintenance Activities | 36 |
| 6. | Environmental and Social Monitoring Plan | 51 |
| 6.1 | Monitoring Plan | 51 |
| 6.2 | Institutional Setup and Capacity Building | 55 |
| 6.2.1 | Roles and Responsibilities | 55 |
| 6.2.2 | Staff Training | 56 |
| 6.2.3 | Documentation and Reporting..... | 56 |
| 7. | Consultation, Disclosure and GRM..... | 58 |
| 7.1 | Public Consultation | 58 |
| 7.2 | Grievance Redress Mechanism (GRM) | 59 |
| 7.2.1 | GRM for Communities | 59 |
| 7.2.2 | GRM for Workers | 60 |
| 8. | Bibliography | 61 |
| | Annex 1: Topographic Map of Marjayoun Caza..... | 63 |
| | Annex 2: Geology Map of Marjayoun Caza | 64 |
| | Annex 3: Sensitive Areas Map | 65 |
| | Annex 4: Climate Data | 66 |
| | Annex 5: Air Quality Data | 69 |
| | Annex 6: Land Use/Land Cover Map of Marjayoun Caza | 70 |
| | Annex 7: Plans and Procedures during Maintenance Activities..... | 71 |
| | Annex 8: Public Consultation | 77 |
| | Annex 9: Grievance Redress Mechanism Form and Log | 85 |

LIST OF TABLES

| | |
|--|----|
| Table 2-1: National Legal Framework related to Project | 22 |
| Table 2-2: World Bank Policies | 23 |
| Table 2-3: Relevant International Treaties and Conventions | 24 |
| Table 2-4: WBG EHS Guidelines and National Regulations | 24 |
| Table 3-1: Primary Roads in Marjayoun Caza | 25 |
| Table 5-1: Environmental and Social Impacts during Maintenance Activities | 37 |
| Table 6-1: Environmental and Social Monitoring Plan during Maintenance Activities..... | 52 |

LIST OF FIGURES

| | |
|---|----|
| Figure 3-1: Primary and Secondary Roads Eligible for Maintenance in Marjayoun Caza..... | 26 |
| Figure 6-1: Roads and Employment Project Management Structure | 55 |

LIST OF ACRONYMS

| | |
|---------------|---|
| AASHTO | American Association of State Highway and Transportation Officials |
| ACE | Associate Consulting Engineers |
| CBD | Convention on Biological Diversity |
| CDR | Council of Development and Reconstruction |
| CO | Carbon Monoxide |
| CoM | Council of Ministers |
| EHS | Environmental, Health and Safety |
| ESMP | Environmental and Social Management Plans |
| GBV | Gender Based Violence |
| GRM | Grievance Redress Mechanism |
| IBA | Important Bird Area |
| ILO | International Labor Organization |
| LARI | Lebanese Agriculture Research Institute |
| MoE | Ministry of Environment |
| MoPWT | Ministry of Public Works and Transportation |
| NGOs | Nongovernmental Organizations |
| PIU | Project Implementation Unit |
| REP | Road and Employment Project |
| SEA | Sexual Exploitation and Abuse |
| UNFCCC | United Nations Framework Convention on Climate Change |
| VAC | Violence Against Children |
| WB | World Bank |
| WBG | World Bank Group |
| WHO | World Health Organization |

EXECUTIVE SUMMARY – NON-TECHNICAL SUMMARY

ES1. Introduction

The Council for Development and Reconstruction (CDR) acting as an executing agency on behalf of the Lebanese Council of Ministers (CoM) awarded a contract to Associated Consulting Engineers (ACE), hereinafter the Consultant, to prepare an Environmental and Social Management Plan (ESMP) for roads routine maintenance for primary roads (including International roads/ Highways) in Marjayoun (Lot 3) under Roads and Employment Project (REP) – Road Routine Maintenance & Rehabilitation of Remaining Roads Project. This project is funded by the World Bank (WB).

The project will be implemented over a period of five years and was extended one additional year. The Project’s main objectives are to enhance transport connectivity along selected paved road sections, create short-term job opportunities for the Lebanese and Syrian communities, and support farmers engaged in crop and livestock production.

This report represents the Environmental and Social Management Plan (ESMP) for Roads Routine Maintenance activities in Marjayoun Caza (Lot 3) in line with WB safeguard Operational Policies, guidelines and national legislation. Noting that the Project was signed before October 2018, date of effectiveness of the Environmental and Social Framework (ESF). It is worth mentioning that some roads under the REP are already under rehabilitation and that the roads presented in this ESMP are new roads eligible for maintenance.

ES2. Existing Policies, Legal and Administrative Framework

The governmental public institutions involved in the different stages of implementation of the roads project as well as its different components are CDR, Ministry of Public Works and Transportation (MOPWT), Ministry of Environment (MOE), Ministry of Labor (MOL), Ministry of Interior and Municipalities (MOIM), and the Ministry of Culture (MOC).

The various laws and regulations that road projects must abide by:

- Labor Law/1946: The Lebanese Labor Code
- Law No. 335/2001: Pursuant to the International Labor Organization ILO Convention No 128
- Law No. 400/2002: Pursuant to ILO Convention No 138
- Decree 8987/2012 Prohibition of employment of minors under the age of 18 in work that may harm their health, safety or morals
- Decree 9129/2022 - Cost of living allowance for employees and workers
- Decision 29/1/2018 - Businesses, professions, trades, and jobs that should be restricted to Lebanese only
- Decree 2761/1933 on The prohibition of wastewater discharge into water streams
- Decree 8735/1974 on the Conservation of Public Hygiene
- Law 558/1996 - Protection of forests
- MoE Decision 52/1/1996 -Requirements to protect air, water, and soil pollution
- MoE Decision 16/1/2022 - Emissions Limits Values for Air Emissions
- Law 444/2002 - Framework Law for Environmental Protection
- Decree 8803/2002 and its amendments - Organizes the activity of quarries and crushers, licensing procedures, as well as the operation, management
- Law 77/2018 - Water Law and rehabilitation of quarries.
- Law 78/2018 - Air Quality Law

- Law 80/2018 - Integrated Solid Waste Management
- Decree 11802/2008 - Occupational prevention, safety, and health in all enterprises subject to the Code of Labor
- Law 166/1933 - Antiquity Law amended by law 37/2008
- Decree-Law 118/1977 - Municipal Act
- Law 37/2008 - Cultural Policy Law
- Law 243/2012 - New Traffic Law
- Legislative Decree 340/1943 - Penal Code
- Law 58/1991 - Expropriation Law
- Law 53/2017 - Amendment of Penal Code

The World Bank Policies and Procedures: Compliance with OP/BP 4.01 on Environmental Assessment and OP/BP 4.12 on Involuntary Resettlement. According to OP/BP 4.01, a public consultation with project-affected people and local nongovernmental organizations (NGOs) must be conducted for all projects under Category A and Category B.

The WB Group (WBG) Environmental, Health and Safety (EHS) Guidelines are mandatory and need to be adopted throughout the project duration.

In addition, some international conventions and treaties are relevant to the project and are as follows: The United Nations Framework Convention on Climate Change (UNFCCC), Convention on Biological Diversity (CBD), Convention 120 concerning Hygiene in Commerce and Offices, Convention 136 concerning Protection against Hazards of Poisoning Arising from Benzene, and Convention 139 concerning Prevention and Control of Occupational Hazards caused by Carcinogenic Substances and Agents.

ES3. Description of the Proposed Project

The routine maintenance works of this project will be undertaken to roads located in the Caza of Marjayoun of the Nabatieh Governorate in Southern Lebanon. The total number of the proposed roads to be maintained under this project will be a representative 25% of the total Primary Roads (including International roads/ Highways) in the Caza with an estimated total length of 90,000 m of primary roads in Lot 3.

The routine maintenance is targeting in the first place the primary roads, including International roads ranging from one lane in each direction with low Traffic Volume to multiple lanes in each direction with high traffic density known as Highways, within the Caza of Marjayoun, and the secondary roads where and when the funds permit. The total primary roads length as per i-RAP road classification in the Caza of Marjayoun is 42 km.

One of the road selection criteria is that the selected road should have a good condition taking into consideration that roads or section of the road that needs rehabilitation or reconstruction should be excluded.

The required maintenance activities for the proposed project will cover incidental repair works, pavement repair works, concrete repair works, and installation of traffic control devices.

ES4. Baseline Environmental and Social Conditions

Topography, Geology and Hydrogeology

The Caza of Marjayoun is one of the four cazas of the Nabatiyeh Governorate and it is about 98 km away from the capital of Beirut. It is bounded to the north and northwest by the caza of Hasbaya and Jezzine, to the west by the caza of Bent Jbeil and Nabatiyeh, and to the south by the caza of Bent Jbeil. The main geological formation within the study belong to the following: Kesrouan Limestone (J4), Bhannes Volcanics or Equivalent (J5), Bikfaya Limestone (J6)-Salima Limestone (J7), Quaternary (Basalts: Bc,Bp), Chouf Sandstone (C1), Abey Formation (C2) of the Lower Aptian age, Hammana Formation (C3) of Albian age, Sannine Limestone, of Cenemonain age unit (C4), Dolomitic Limestone (C4a), Bluish marl and shale (C4b), Limestone and dolomitic limestone (C4c), White marl and marl-limestones (C6) of Senonian and Base of Eocene, Eocene (e2), Miocene (m2a), Middle Miocene (m2b), and Pleistocene (Q) (qta).

The Marjayoun Caza comprises the Litani River and its streams that cross or are along secondary roads. Moreover, several groundwater sources are spread on Litani's riverbeds and the Caza comprises several springs such as Nabaa El Houjair located on a secondary road, and Nabaa Ed Dardara also located on another secondary road.

Climate and Meteorology

The lowest average temperature, is 5°C registered in January and February, while July and August register the highest average temperatures of 31°C. In Marjayoun, most rain events fall in the winter during the month of January. However, the driest month is July and August, with 0 mm of rain. The wind rose indicates that the wind direction with the highest frequency within the village is from the West (W) with a speed of greater than 5 km/h occurring most of the times (1,005 h/year).

Additional data on climate in the Caza was obtained from the Lebanese Agriculture Research Institute (LARI) from its station in the village of El Khyem that is located at the altitude 695 meters a.s.l. This data represents the average temperatures and average precipitation of the year 2019. As for the wind data, wind speed and direction data were also obtained from LARI from its nearest station in El Khyem's that is located at the altitude 695 meters.

Air Quality and Noise

In 2018, a study used the National Air Quality Monitoring Network (AQMN) data of 2014, as well as data from a long-term monitoring campaign, to assess an air quality modeling system. The study simulated air quality over Lebanon and Greater Beirut for key gas pollutants including Nitrogen Dioxide (NO₂) and Particulate Matter (PM). At the time of the study, the AQMN that was installed and operated by the MoE consisted of five stations, four of which were used in the study, including two urban stations in Beirut. The long-term monitoring campaign was conducted simultaneously by the University of Saint Joseph at an urban site within Beirut City, and at a suburban location outside Beirut. The modelled annual concentration map showed that NO₂ annual concentration at Marjayoun is around 28 µg/m³ whereas the annual PM₁₀ is around 30 µg/m³.

Land Use/Land Cover

In Marjayoun Caza, the most common land use is agriculture and grazing. Based on the annual precipitations and temperatures, Marjayoun Caza is an agricultural area and the soil quality is considered fertile. In addition, woods and surfaces with herbaceous vegetation are present.

Biological Environment and Ecologically Sensitive Areas

Flora: The Southern part of Lebanon is covered by Aleppo Pine forests that are covering the two Districts of Marjayoun and Hasbaya Among the key species of plant populations and trees that are common in South Lebanon are *Alcea setosa* (Boiss.) Alef, *Ceratonia siliqua* L., *Cercis siliquastrum* L., *Cichorium intybus* L., *Crateagus monogyna* Jacqu., *Eryngium creticum* Lam, *Laurus nobilis* L., *Myrtus*

communis L., Pinus brutia Ten., Pinus brutia, Quercus calliprinos Webb. The endemic plant species that was identified in different locations including Marjayoun is Centaurea heterocarpa Boiss. & Gaill.

Fauna: The wild mammals that could be present are the striped hyena, the gray wolf, the European badger, and the long-eared hedgehog.

The District of Marjayoun comprises Ebel Es Saqi area that was declared as an Important Bird Area (IBA) by BirdLife International. This IBA is located away from Road PRI 062. Moreover, the MoE has declared in 2006 Ebel Es Saqi a Hima that was among the list of sites of natural and/or ecological importance in need for protection. The Hima is divided into six land use zones of a pine forest, scrubland, Hasbani River Ecotone, Hasbani River, crop fields and olive groves. Moreover, the non-avian fauna of interest are bats, hyrax, wild cat, fox, jackal, river otter, wild boar, freshwater fish, terrestrial turtles, chameleon and lizards, three species of amphibians, and scorpions. Marjayoun also hosts the Wadi El Houjair Valley extending along a secondary road which was declared as a Nature Reserve.

Demographic Profile

The Caza of Marjayoun is part of Nabatiyeh Governorate which has around 330,000 inhabitants (including Syrian and Palestinian refugees). The Caza of Marjayoun hosts 74,000 Lebanese. Moreover, the unemployment rate in Marjayoun Caza is estimated at 16.6%. The total number of Syrian Refugees in Marjayoun Caza is 6,147. No informal tented settlements for refugees were established in Marjayoun Caza.

Economic Activities and Infrastructure

The main sources of income of the Caza of Marjayoun are agriculture, livestock breeding, employment in the public sector, and remittances that constitute an important source of income for the Marjayoun population coming mainly from Latin America and West Africa. In addition, smuggling has constituted a basic source of income where goods are sent to Syria.

The main source of drinking water in the Caza is the non-piped water supply with 76.9% connectivity. As for the public electricity network, it was common in the caza with 99.6% connectivity. Furthermore, 84% of dwellings rely on a private electricity source or owning a private generator

Education

Marjayoun Caza possesses public schools that provide education for the elementary and intermediate levels. According to the Center for Educational Research and Development (CRDP) the available data for 2015-2016 about the number of schools that are available in Marjayoun caza are 10 Public Schools, 6 Private Schools for free and 7 Private Schools. However, none of these schools were identified next to the proposed roads eligible for maintenance.

Health Services

The Caza of Marjayoun hosts the Governmental Hospital of Marjayoun at a distance from Road PRI 062 and a secondary road and Mays El Jabal Governmental Hospital which is close to a secondary road. The health coverage in this caza is lower than the national level for women and men. The National Social Security Fund is found to be the main source of health coverage in this region

Cultural Heritage

The Caza of Marjayoun encompasses an important architectural and natural heritage. Among the archeological sites are ruins of old Houses, Cemeteries, a museum in Khyem viallg, close to a secondary road, an ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 and the Hill of

Debbine, Phoenician Roman, Crusader sites in Marjaayoun, close to Road PRI 062 and an old shrine and Grottos in Deir Mimas close to Road PRI 059 and a secondary road. Moreover, Marjayoun is known for its fertile plains that are crossed by the Litani River. As for the ecotourism, the LMT Association (Lebanese Mountain Trail) has included a trail section between Marjayoun and Hasbaya.

Summary of Baseline

The main sensitive receptors within the Marjayoun Caza include the Litani River and its streams that cross or along secondary roads, Houjeir and Ed Dardara springs. The ecologically sensitive areas comprise Ebel El Saqi that was declared as an Important Bird Area by BirdLife International and a Hima, 1850m away from Road PRI 062. The Caza hosts the Wadi El Houjair, extending along a secondary road, was declared a Nature Reserve. Moreover, there are many archaeological sites that were identified in the Caza along with additional old ruins of old Houses, cemeteries, a museum in Khyem village close to a secondary road, an ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 and the Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun close to Road PRI 062 and an old shrine and Grottos in Deir Mimas close to Road PRI 059 and a secondary road.

ES5. Summary of Potential Environmental and Social Impacts during Maintenance activities

Summary of Impacts during Maintenance activities

| Receptor | Impact Description | Rating | Mitigation Measure |
|-------------------------------------|--|----------|---|
| Environmental | | | |
| Air, nearby communities and workers | <p>Air pollution from emissions of machinery, trucks or open burning activities</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair located along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | N | <p>Prepare and abide by Pollution Prevention Plan that includes:</p> <p>Atmospheric Emissions and Dust Management Provisions (Annex 7)</p> <p>Water the ground when extremely windy</p> <p>Mix material in an enclosed space</p> <p>Cover material when transporting</p> <p>Prepare and abide by Emergency Preparedness and Response Plan (Annex 7)</p> <p>Specific Measures Near Sensitive Receptors (Refer to Annex 3)</p> <p>Speed limit for project vehicles and machinery within working areas shall not exceed 20 Km/h</p> <p>Ensure optimal traffic routes.</p> |
| Air, nearby communities | <p>Dust pollution from maintenance and excavation activities</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair located along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> | N | <p>Use wet suppression in the dry season, where unpaved roads, the working strip, raw material stockpiles are located <200 m from settlements</p> |

| Receptor | Impact Description | Rating | Mitigation Measure |
|---|--|----------|---|
| | <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062 Old shrine and Grottos in Deir Mimas 850m away from secondary road. Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062 Refer to Annex 3</p> | | |
| Nearby communities and workers | <p>Noise pollution a result of transportation or delivery of raw materials, trucks movement, concrete mixing, drilling, construction and operation of heavy vehicle movement such as excavators Potential Impact on: The Wadi El Houjair located along a secondary road Mays ElJabal Governmental Hospital 640m away from a secondary road Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062 Old shrine and Grottos in Deir Mimas 850m away from secondary road. Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062 Refer to Annex 3</p> | N | <p>Maintenance of vehicles and machinery Excavation and any other noisy activity only to be conducted during working hours In the case where it is absolutely necessary to conduct some activities outside the normal working hours (i.e. at night), prior approval of the concerned municipality and CDR will be obtained Set traffic speed limits Specific Measures Near Sensitive Receptors (Refer to Annex 3) Verify drivers' behavior with respect to driving speed Plan vehicle routes to avoid settlements where possible</p> |
| Biodiversity and sensitive habitats | <p>Disturbance of nearby areas and animal escape through noise and vibrations Potential Impact on: The Wadi El Houjair extending along a secondary road Refer to Annex 3</p> | N | |
| Water resources, soil, nearby communities | <p>Contamination of surface water and pollution of ground water from improper disposal of wastewater from workers and of wash water coming from cleaning of machines and equipment Potential Impact on: Litani river and its streams that cross or along secondary roads Nabaa El houjeir located on a secondary road</p> | N | <p>Prepare and abide by Pollution Prevention Plan that includes: Effluent Management Provisions Rainwater run-off Management Provisions (Annex 7) Prepare and abide by Emergency Preparedness and Response Plan (Annex 7) Specific Measures Near Sensitive Receptors (Refer to Annex 3)</p> |

| Receptor | Impact Description | Rating | Mitigation Measure |
|---|--|----------|--|
| | Nabaa El Dardara located on a secondary road Refer to Annex 3 | | On-site concrete pouring shall be done in a way to avoid leaching to nearby water bodies. Onsite mixing of concrete shall be performed at least 40 meters away from nearby water bodies Prohibit the disposal of excess concrete mix into the environment or near water bodies |
| Water resources, soil, nearby communities | Water pollution due to accidental spill of oils and chemicals from trucks and from transportation of chemicals and oils Potential Impact on: Litani river and its streams that cross or along secondary roads Nabaa El houjeir located on a secondary road Nabaa El Dardara located on a secondary road Refer to Annex 3 | N | Prepare and abide by a Spill Prevention and Management Plan under Pollution Prevention Plan (Annex 7) Minimize soil exposure time Minimize the use of chemicals Regular maintenance of vehicles Prepare and abide by Waste Management Plan and Hazardous Materials Management Plan (Annex 7) Prepare and abide by Emergency Preparedness and Response Plan (Annex 7) Specific Measures Near Sensitive Receptors (Refer to Annex 3) |
| Water resources | Improper disposal of cut volume may cause contamination of water bodies in rainy weather Potential Impact on: Litani river and its streams that cross or along secondary roads Nabaa El houjeir located on a secondary road Nabaa El Dardara located on a secondary road Refer to Annex 3 | N | Fuel, oil or hazardous materials required to be temporarily stored onsite shall be stored within secondary containment located further than 100m from a watercourse or water body Fuel and hazardous chemical storage areas shall not be allowed within 30m of a minor watercourse, within 100m of a major watercourse, or where there is the potential for spilled fuel to enter groundwater Keep the area free of litter and garbage and prevent random disposal of waste Specific locations shall be designated for consuming food and snacks away from sensitive receptors. |
| Water resources, soil, subsoil and land | Contamination of soil and surface water bodies from the improper disposal of solid waste generated from workers and the used materials, construction waste from excavation and drilling activities Potential Impact on: Litani river and its streams that cross or along secondary roads Nabaa El houjeir located on a secondary road Nabaa El Dardara located on a secondary road Refer to Annex 3 | N | Prepare and abide by Waste Management Plan (Annex 7) Reuse or recycle the generated waste whenever possible Prepare and abide by Emergency Preparedness and Response Plan (Annex 7) Specific Measures Near Sensitive Receptors (Refer to Annex 3) Waste bins shall be located at a distance of over 100 m from any natural sensitive area or water bodies and over 500 m from any socioeconomic sensitive area |

| Receptor | Impact Description | Rating | Mitigation Measure |
|---|--|----------|---|
| Energy resources | High consumption rates of electricity, fossil fuel, etc. contributing to overconsumption and depletion of fuel | N | Maintenance of the generators and trucks Light in the site offices shut down during the night Construction workers must be trained and provided with awareness sheets on efficient energy use Machinery and equipment must be turned off when not in use |
| Water resources | High consumption rates of water for construction related activities | N | Use water in the most efficient way and reduce wastage Regular site inspection to detect water leakages |
| Water resources, soil, nearby communities | Reduction in overall ground and surface water quality due to improper disposal of construction waste | N | Whenever possible, use dry-cleaning instead wet cleaning Training and awareness should be raised to workers concerning water usage best practices and water conservation Proper disposal of construction waste |
| Water resources, soil, subsoil and land | Depletion of natural resources due to the unsustainable extraction of borrowing material (sand, aggregates, iodiver...) | N | Ensure that the borrow material are extracted from legal sites Avoid agricultural lands to extract borrowing material |
| Biodiversity and sensitive habitats | Potential damage of existing flora Potential Impact on: The Wadi El Houjair extending along a secondary road Refer to Annex 3 | N | Prepare and abide by Pollution Prevention Plan (Annex 7) In case of any tree removal, ensure that the contractor will get a permit from the MoA |
| Social | | | |
| Local workers, socio-economic activities | Creation of job opportunities for local communities | P | Workers are paid their wages in full and on time |
| Nearby communities, socio-economic activities | Local garages will benefit from the equipment oil maintenance and residents will benefit from the rent fees of the offices and the equipment parking area. | P | |
| Shop owners/renters | Small snack shops and coffee stations are expected to benefit from workers buying food and drinks | P | |
| Foreign Workers | Temporary potential Labor Influx | N | Priority hiring to qualified local community GRM for local communities (public notice including GRM to be posted at relevant municipalities and on project sign boards) |
| Shop owners/renters | Economic Activities and its effect on the livelihood of the shop owners | N | Install overpass structures from the road to the shops Maintain a passing corridor within the alignment to grant access to nearby properties |

| Receptor | Impact Description | Rating | Mitigation Measure |
|---|---|-----------|--|
| | | | <p>Ensure that access to small snack and coffee stations is not blocked by installing wooden boards where necessary</p> <p>Inform the shops' owners ahead of time about maintenance date and coordinate with relevant municipalities</p> <p>Regularly inform road users and local communities in relation to changed traffic conditions or access</p> <p>Proper installation of sign boards in culturally appropriate languages that are clear and understandable to the public</p> <p>Timely completion of the maintenance activities</p> <p>Ensure access to external GRM (public notice including GRM to be posted at relevant municipalities and on project sign boards)</p> <p>Prepare and abide by Traffic Management Plan (Annex 7)</p> |
| Foreign workers influx | Discrimination from the local community against the potential influx of foreign workers | N | <p>Prevent discrimination at the workplace</p> <p>Conduct awareness campaigns for the local community regarding foreign workers influx</p> <p>Inform the local community that worker will sign code of conduct before starting the work</p> <p>GRM for local communities and all relevant stakeholders</p> |
| Locals and foreign, skilled and unskilled) | Possible unequal wage benefits between local and foreign workers | N | <p>Ensure that all workers (locals and foreign, skilled and unskilled) shall be compensated and are contracted equally as per the scale of market price rates, have equal contractual benefits and working conditions, and have access to internal GRM</p> |
| Local and foreign children | Possible recruitment of children who are under the legal age as workers on the site, especially in the case of the day laborers | 2N | <p>Daily registrations of workers and verification of their age to prevent child labor</p> <p>Abide by the National Labor Law</p> <p>Ensure the contractor is aware of the penalties that Labor Law imposes in the case of child labor</p> <p>Oblige the contractor to strictly abide by the Labor Law through the CDR tender documents that should include prohibition of child labor</p> |
| Nearby communities, socio-economic activities | Disruption of local community to access services due to maintenance activities and temporal road closures | N | <p>Prepare and abide by Traffic Management Plan (Annex 7)</p> <p>Traffic shall be secured via alternative routes to reach relevant destinations in case the works imply the temporary closure of this road</p> <p>Inform the local community about the location of detours, road blockages or</p> |

| Receptor | Impact Description | Rating | Mitigation Measure |
|--|---|----------|---|
| | | | diversions through public announcements and proper diversion signage Ensure access to external GRM (public notice including GRM to be posted at relevant municipalities and on project sign boards) |
| Existing infrastructure and nearby communities | Damage of existing infrastructure | N | Regular coordination with relevant municipalities Conducting trial pits Ensure access to external GRM (public notice including GRM to be posted at relevant municipalities and on project sign boards) |
| Nearby communities | Potential occurrence of gender-based violence and sexual exploitation and abuse incidents and all forms of GBV incidents | N | Draft Codes of Conduct and the guidelines for a GBV and VAC Action Plan Conduct training sessions for workers on Sexual Exploitation and Abuse and/or Sexual Harassment All workers should understand, and sign codes of conduct written in their native language Respond to the reported incidents of sexual abuse exploitation as a matter of priority Regular training on gender-based aspects, internal and external GRM that includes an anonymous channel for protection of complainants' identity and confidentiality Availability of a GRM with multiple channels to initiate a GBV complaint, which ensures confidential reporting with safe and ethical documenting of GBV cases, including Sexual Exploitation and Abuse and Sexual Harassment. GRM will be sensitive to complaints related to SEA/SH grievances and ensure implementation of the necessary referral pathways Ensure that there is a survivor centric approach for SEA/SH complaints and trained personnel handling these calls |
| Nearby communities | Slight increase in traffic due to the transport of construction materials or due to the material that may fall Potential Impact on: The Wadi El Houjair located along a secondary road Mays ElJabal Governmental Hospital 640m away from a secondary road Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 | N | Prepare and abide by Traffic Management Plan (Annex 7) Ensure traffic is not blocked during transportation Inform residents and place signs near the working areas in culturally appropriate languages and written in clear and understandable manner Ensure communities have access to GRM Cover transported material Abide by traffic regulations |

| Receptor | Impact Description | Rating | Mitigation Measure |
|---|---|----------|----------------------------------|
| | <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | | Operate well maintained vehicles |
| Nearby communities | <p>Traffic congestion in the town due to temporal road closure</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair located along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | N | |
| Nearby communities, socio-economic activities | <p>Material falling from vehicles during transport may cause traffic accidents or congestion</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair located along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | N | |
| Health and Safety | | | |

| Receptor | Impact Description | Rating | Mitigation Measure |
|--------------------|---|-----------|---|
| Workers | Accident and injuries to workers and public because of maintenance activities | 2N | Develop a site-specific Public Health and Safety Plan and Occupational Health and Safety (Annex 7) |
| Nearby communities | Dust generation and noise may cause health related problems for workers and disturbance to residents Potential Impact on: The Wadi El Houjair located along a secondary road Mays ElJabal Governmental Hospital 640m away from a secondary road Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062 Refer to Annex 3 | N | |

ES6. Environmental and Social Management and Monitoring Plans

Continuous monitoring during the implementation of the maintenance activities will be required to ensure the effectiveness of the proposed mitigation measures. Monitoring shall include:

- Observe dust dispersion and measure total suspended particles, PM10, PM 2.5, SOx, NOx and CO when a significant amount of air pollutants are generated
- Check for leakages in the connections between the porta cabin toilets and the existing network or polyethylene tank
- Check the discharge endpoint of the pumped wastewater from the polyethylene tank
- Ensure an active solid waste management plan
- Ensure active spill prevention and management plan
- Inspect the quantities and types of the used fuel and oils
- Inspect water quantities
- Monitor the different drilling and construction activities
- Ensure active spill and accident prevention plan
- Check the infrastructure locations and that excavation works do not interfere with it
- Ensure Site Observation
- Check traffic conditions during transportation of materials
- Ensure traffic is not blocked
- Ensure traffic is relocated properly
- Ensure all safety precautions are abided by
- Ensure the proportion of Lebanese vs Syrian workers
- Check Worker's age
- Check GRM log
- Ensure that all workers are committed to prevent and report sexual abuse and exploitation incidents
- Ensure signs are in place before works begin

- Ensure that all workers are wearing their PPEs
- Record injuries and accidents within the workers
- Ensure the installation of pedestrian and vehicular passages near residential areas
- Ensure road diversion and construction attention signs are in place before works begin
- Record injuries and accidents with passers-by
- Ensure the development of a site-specific Occupational and Public Health and Safety Plan, and that the best practices are applied

ES7. Consultation, Disclosure and GRM

The purpose of conducting public consultation is to inform the stakeholders and the local NGOs about the proposed project and the routine maintenance activities that will be executed in Marjayoun Caza and to take into account their concerns and feedback. Due to the Covid-19 situation in Lebanon at the moment and high level of community transmission, public consultation was held virtually on Tuesday, 8 February 2022 using Zoom Application. In addition to the unions and municipalities, local and international NGOs were invited to the public hearing but did not attend the session. A total of 9 participant attended the session out of which 2 were women. The proceedings which describe in detail the raised concerns and complaints by the participants and how all have been addressed are presented in this ESMP.

In addition, a formal grievance readiness mechanism (GRM) will be implemented during maintenance activities. The purpose of a GRM is to ensure that all feedback and complaints received from stakeholders, customers, employees, contractor staff and the public in general are documented, considered and addressed in an acceptable and timely manner. It is important to note that this mechanism will be shared with the participants and two mechanisms are used for filing a grievance, one for the surrounding communities and one for the workers. Moreover, GRM will be disseminated to the affected municipalities prior to roads routine maintenance works. The GRM will also be responsible for tracking and resolving worker grievances and maintain records about grievances/complaints received, recommendations and resolutions made and notice of resolution of grievance to the complainant. In addition, the GM will be sensitive to complaints related to SEA/SH grievances and ensure implementation of the necessary referral pathways. The online GRM form that is designed for the REP at the CDR level can be used in the meantime.

1. INTRODUCTION

1.1 Project Background

The Council for Development and Reconstruction (CDR) acting as an executing agency on behalf of the Lebanese Council of Ministers (CoM) awarded a contract to Associated Consulting Engineers (ACE), hereinafter the Consultant, to prepare an Environmental and Social Management Plan (ESMP) for roads routine maintenance for primary roads (including International Roads/ Highways) in Marjayoun (Lot 3) under Roads and Employment Project (REP) – Road Routine Maintenance & Rehabilitation of Remaining Roads Project. This project is funded by the World Bank (WB). *See more about the Project in Section 3.*

The Roads and Employment Project covers classified roads¹ in 25 Cazas² throughout Lebanon with an expected total length of 835 km and grouped in six (6) lots. The project will be implemented over a period of five years and was extended one additional year. The Project's main objectives are to enhance the transport connectivity along selected paved road sections, to create short-term job opportunities for the Lebanese and Syrian communities and to support farmers engaged in crop and livestock production.

This report represents the Environmental and Social Management Plan (ESMP) for Roads Routine Maintenance activities in Marjayoun Caza (Lot 3) in line with WB guidelines and national legislation. It is worth mentioning that some roads under the REP are already under rehabilitation and that the roads under this ESMP are new roads eligible for maintenance.

1.2 Project Rationale

Lebanon has a total of around 21,705 km of roads including international, primary and secondary roads (World Bank, 2017) along with a highway network linking the country with Syria (WFP, 2016). Despite this large road network coverage, a significant percentage of these roads is in poor condition. This situation hinders local and economic development mainly in rural and lagging regions, where the condition of the main network is worse than the national average. Moreover, this state has been aggravated by the influx of Syrian refugees which has significantly increased traffic and the utilization of the road network (CDR, 2018). As such, the proposed project aims to improve the efficiency of road sector expenditures through the prioritization of road works and the improvement of road asset management techniques (CDR, 2018).

The objectives of Component 1 of this assignment, which is Roads Rehabilitation and Maintenance are to (1) Carry out a program of activities to rehabilitate, upgrade and maintain selected roads, including road safety and spot improvements ("Sub-projects") and (2) Provide technical assistance for the design, procurement and supervision of said Sub-projects and for preparation of Safeguards Instruments for the Project. This ESMP will only cover the planned routine maintenance works for classified primary roads (including International roads/ Highways) in Marjayoun Caza.

1.3 Report Objectives

This ESMP has the following objectives:

- Describe all activities of the project;

¹Classified roads are based on the official Ministry of Public Works road classification which classifies the roads in Lebanon as primary, secondary or tertiary.

²Lebanon is divided administratively into three levels: Governorates (محاافظات), cazas or districts (أقضية), and municipalities (بلديات). There are eight governorates, 26 districts, and 1,029 municipalities in the country (as of the 2016 municipal elections).

- Identify relevant environmental and social national, international and WB policies and regulations;
- Conduct public consultation to identify public concerns regarding the project and to feed into project design to the extent possible;
- Describe baseline environmental and socio-economic conditions within the study area;
- Identify the significant positive and negative environmental and social impacts associated with the implementation of the proposed project;
- Propose mitigation / enhancement measures for the identified impact whenever possible;
- Facilitate informed decision making, including setting the environmental terms and conditions for implementing the proposed project;
- Develop a plan to monitor the identified impacts and their associated mitigation measures;
- Develop an institutional setup along with capacity building requirements.
- Develop a Grievance Redress Mechanism (GRM) for the Project.

1.4 Methodology

This ESMP of the Road Routine Maintenance & Rehabilitation of Remaining Roads Project in Marjayoun Caza (Lot 3) was prepared to cover Roads Routine Maintenance of Component 1 “Roads Rehabilitation and Maintenance” during maintenance and to assess the likely environmental and social consequences of these activities and identify mitigation/enhancement measures. As such, the task was initiated by conducting literature review in order to define the current environmental and social conditions, along with relevant local and WB legislations, guidelines, and standards. In addition, the environmental team communicated closely with the technical team in order to obtain the necessary information the proposed maintenance activities, thus describing the proposed project in a thorough manner. In terms of the assessment, negative and positive impacts were identified and mitigation measures were proposed to address the negative ones. As such, an ESMP was developed and included a monitoring plan, which is needed to ensure compliance of the project with environmental and social conditions and regulations.

Based on the current institutional setup of the Roads and Employment Project, the institutional setup and the requirements for capacity development was described to ensure that project implementers have sufficient technical and human resources available to effectively undertake the environmental and social management and monitoring tasks. As for the participation of the public and concerned entities, this was done through conducting public consultation to which stakeholders and local community were invited to participate. Consultation was held on February 8, 2022 virtually and results are included in this report.

2. POLICY, LEGAL & ADMINISTRATIVE FRAMEWORK

2.1 National Environmental and Social Legal Framework

The maintenance works of roads involve a variety of activities that need to abide by national legislations. Table 2-1 describes a legal framework governing the routine maintenance activities for Marjayoun Caza that is part of Lot 3.

Table 2-1: National Legal Framework related to Project

| Law / Decree / Decision | Relevant Provisions |
|---|---|
| Labor | |
| Labor Law/1946 - The Lebanese Labor Code | The Labor Law covers the industrial accident prevention and compensation. It regulates the minimum wage, the minimum age of employment based on their ages and the workplaces, resting periods and vacations for adolescent workers. It also sets the working hours, and the penal code regulation of strikes and lock out in essential employments |
| Law No. 335/2001 - Pursuant to International Labor Organization (ILO) Convention No 128 | This ratified convention addresses the minimum age of employment |
| Law No. 400/2002 - Pursuant to the ILO Convention No 138 | Elimination of the worst form of child labor |
| Decree 8987/2012 - Prohibition of employment of minors under the age of 18 in work that may harm their health, safety or morals | This Decree restricts the employment of minors under the age of 18 in activities and works that can be harmful to their health, morals and that can limit their education |
| Decree 9129/2022 - Cost of living allowance for employees and workers | This Decree sets the minimum wage of the cost of living allowance for employees and workers subject to the Labor Law |
| Decision 29/1/2018 - Businesses, professions, trades, and jobs that should be restricted to Lebanese only | Restricts significant number of jobs to Lebanese only and allows Syrians to occupy jobs that are not restricted to Lebanese especially in the construction sector |
| Environment | |
| Decree 2761/1933 - The prohibition of wastewater discharge into water streams | States the characteristics of channels and reservoirs where wastewater is discharged. In addition to the prohibition of its discharged into natural environment |
| Decree 8735/1974 - Conservation of Public Hygiene | Solid waste management including collection and disposal is under the control of the municipality. It restricts dumping of wastes in public or private lands adjacent to roads and residential districts |
| Law 558/1996 - Protection of forests | Classifies protected forests and defines the prohibited activities and works into the mentioned forests. It also contains offences and penalties. |
| MoE Decision 52/1/1996 - Requirements to protect air, water, and soil pollution | Allowable noise level according to type of areas and the permissible duration of exposure |
| MoE Decision 16/1/2022 - Emissions Limits Values for Air Emissions | Sets limits for air emissions and specify the parameters that need be measured according to the sector and the facilities |
| Law 444/2002 - Framework Law for Environmental Protection | Protect the national environment against all forms of degradation, air and water and soil pollution, and the promotion of sustainable use of natural resources and conservation of biodiversity |
| Decree 8803/2002 and its amendments - Organizes the activity of quarries and crushers, licensing procedures, as well as the operation, management and rehabilitation of quarries. | Ensures the provision of construction material and the disposal of construction waste comply with the decree |
| Law 77/2018 - Water Law | Tackles protection of water resources from pollution and management and monitoring of public wastewater treatment facilities |
| Law 78/2018 - Air Quality Law | The investment in any facility or establishment that emanate foul or toxic odors should abide by the different environmental conditions issued by a decision from MoE |
| Law 80/2018 - Integrated Solid Waste Management | Covers the management of non-hazardous and hazardous waste, and responsibilities and penalties related to violations of waste management laws |

| Law / Decree / Decision | Relevant Provisions |
|---|---|
| Health and Safety | |
| Decree 11802/2008 - Occupational prevention, safety, and health in all enterprises subject to the Code of Labor | Provides the general regulations for the prevention of occupational hazards and accidents, and the promotion of health and safety in all industrial establishments subject to the Labor Law. These cover prevention and safety, occupational health, the safe use of chemicals at work, as well as occupational noise standards |
| Cultural and Municipal | |
| Law 166/1933 - Antiquity Law amended by law 37/2008 | This law defines heritage and antiquity, identifies its ownership, states legislation for excavation and judicial procedures due to violation |
| Decree-Law 118/1977 - Municipal Act | Defining the responsibilities of municipalities |
| Law 37/2008 - Cultural Policy Law | Any archaeological artefact located in Lebanon and deemed to be of historical, artistic, architectural or anthropological significance by the Ministry of Culture must be protected |
| Traffic | |
| Law 243/2012 - New Traffic Law | Provide general driving rules and defines the penalties upon violation of the law |
| General | |
| Legislative Decree 340/1943 - Penal Code | The law defines the type of crimes such as rape; lewd acts by threat, violence, or against minors; and other similar crimes. It also states punishments and legality of penalties |
| Law 58/1991 - Expropriation Law | States general and specific provisions for land acquisition. Also is includes improvement tax resulting from the implementation of public works. Despite that no expropriation activities will be done; this law is added because OP 4.12 was triggered by the project |
| Law 53/2017 - Amendment of Penal Code | Under sexual violence Article 522 of the Penal Code exonerated a perpetrator of kidnapping and adultery who married his victim. This was repealed in this law |

In terms of the national legal requirements for maintenance, Lebanon uses the American Association of State Highway and Transportation Officials (AASHTO) 4th edition “Maintenance Manual for Roadways and Bridges” of 2007.

Numerous governmental public institutions will be involved in the different stages of the ESMP of the REP. These include:

- Council for Development & Reconstruction
- Ministry of Public Works and Transportation
- Ministry of Environment
- Ministry of Agriculture
- Ministry of Labor
- Ministry of Interior and Municipalities / Municipalities
- Ministry of Culture

2.2 Word Bank Policies

The WB policies that are applicable to this project are represented in Table 2-2. Furthermore, additional information will be provided for each World Bank policy.

Table 2-2: World Bank Policies

| WB Policies | Description |
|-----------------------|---|
| Safeguards Policies | Compliance with OP/BP 4.01 on Environmental Assessment and OP/BP 4.12 on Involuntary Resettlement |
| Access to Information | The WB allows access to any information in its possession that is not on a list of exceptions |

| WB Policies | Description |
|------------------------------------|---|
| Consultation and Disclosure Policy | According to OP/BP 4.01, a public consultation with project-affected people and local nongovernmental organizations (NGOs) must be conducted for all projects under Category A and Category B |
| Guidelines and Manuals | The WB Group (WBG) Environmental, Health and Safety (EHS) Guidelines are mandatory and need to be adopted throughout the project duration. In addition, the WB has developed guidelines and manuals that need to be adopted during the ESMP implementation phase of the project |

2.3 International Treaties and Conventions

Table 2-3 presents the international conventions that Lebanon is a signatory to whose provisions may be relevant to the project.

Table 2-3: Relevant International Treaties and Conventions

| Convention | Ratification |
|---|---|
| United Nations Framework Convention on Climate Change (UNFCCC) - 1992 | Ratified through Law No. 359 (1994) |
| Convention on Biological Diversity (CBD) - 1992 | Ratified through Law No. 360 (1/8/1994) |
| Convention 120 concerning Hygiene in Commerce and Offices | Ratified by Lebanon in 1977 |
| Convention 136 concerning Protection against Hazards of Poisoning Arising from Benzene | Ratified by Lebanon in 2000 |
| Convention 139 concerning Prevention and Control of Occupational Hazards caused by Carcinogenic Substances and Agents | Ratified by Lebanon in 2000 |

2.4 Environmental Health and Safety (EHS) Guidelines of the WB

Table 2-4 showed the EHS guidelines of the WB as well as the national regulations that must be abided by for wastewater and ambient water quality, air emissions and ambient air quality and noise management.

Table 2-4: WBG EHS Guidelines and National Regulations

| General EHS Guidelines | National Regulations |
|--|--|
| World Health Organization (WHO) Guidelines for Ambient Air Quality of 2005 | National Ambient Air Quality Standards of MoE Decision 52/1/1996 |
| WHO Noise Level Guidelines | Noise Standards as per MoE Decision 52/1/1996 |

3. DESCRIPTION OF THE PROPOSED PROJECT

3.1 Location

The routine maintenance works of this project will be undertaken to roads located in the Caza of Marjayoun of the South Governorate. The total number of the proposed roads to be maintained under this project will be a representative 25% of the total Primary Roads including International roads ranging from one lane in each direction with low traffic volume to multiple lanes in each direction with high traffic density known as Highways, in the Caza with an estimated total length of 90,000 m of primary roads in Lot 3.

The routine maintenance is targeting in the first place the primary roads (including. International Roads/ Highways) within the Caza of Marjayoun, and the secondary roads where and when the funds permit. The total primary roads length as per i-RAP road classification in the Caza of Marjayoun is 42 km (Table 3-1).

Table 3-1: Primary Roads in Marjayoun Caza

| Caza Marjayoun | | |
|----------------|---------------------------|-------------|
| Road Code | i-RAP Classification | Length (km) |
| PRI 059 | Primary Road | 23.8 |
| PRI 062 | Primary Road | 4.8 |
| INT 005 | International Road | 17.6 |

The map below (Figure 3-1) shows the primary (including. International Roads/ Highways) and secondary roads eligible for maintenance in the Caza of Marjayoun.

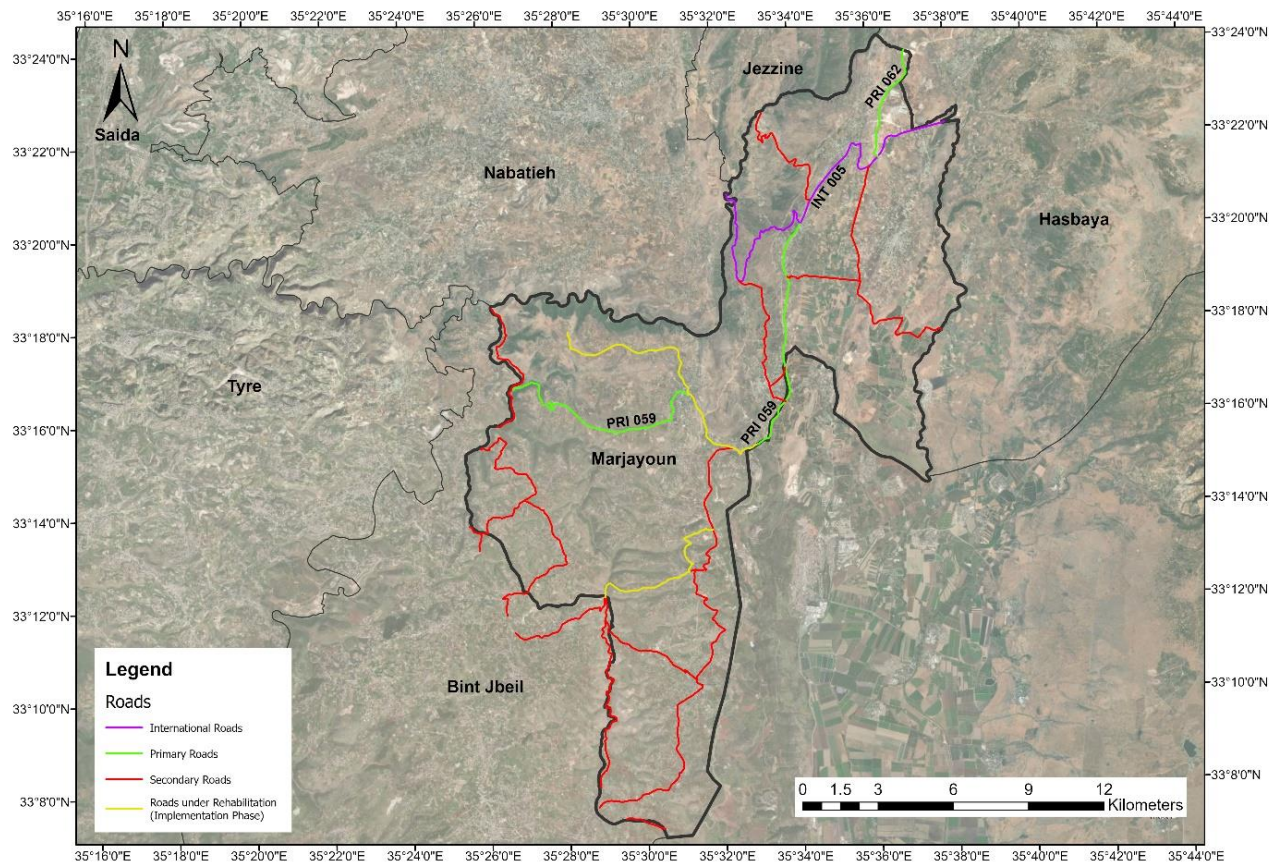


Figure 3-1: Primary and Secondary Roads Eligible for Maintenance in Marjayoun Caza

The following criteria are proposed for the selection of representative roads:

- 1) **Road Category:** The selected road(s) should be classified as primary roads (including International roads/ highways).
- 2) **Road Design Characteristics:** The existing road design characteristics, horizontal and vertical alignments, cross-section(s), shall comply with the characteristics of primary road as specified in the international design standard.
- 3) **Road Usage:** The selected road(s) should be of high traffic volume compared to other roads and ensure the connection with the main secondary roads and popular areas.
- 4) **Road Overall Condition:** The selected road should have a good condition taking into consideration that roads or section of the road that needs rehabilitation or reconstruction should be excluded
- 5) **Total Length:** the total length of the selected representative roads shall be not less than 25% of the total length of the primary roads.

3.2 Project Activities

In order to identify the required maintenance and repair works for this project, a site inspection will be conducted by an experienced highway engineer who will visually inspect various roads characteristics and features including surface condition, shoulders, roadside drainage and protection works, road signage and road safety elements. Moreover, a reconnaissance of the selected 25% of the total primary roads must be executed.

The required maintenance activities for the proposed project will cover Incidental Repair Works, Pavement Repair Works, Concrete Repair Works and installation of Traffic control devices, all their components are described in the following sections.

3.2.1 Incidental Repair Works

Incidental repair works will include the following:

- Clearing and grubbing comprising the removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area.
- Repairing of damaged manhole covers completed as specified and to the Engineer's satisfaction.
- Cleaning of waterways, hydraulic structures, drainage pipes, and box culverts.
- Removing damaged Galvanized Steel Guardrail and replace by new one as specified and shown on drawings.
- Repairing of Masonry wall.

3.2.2 Pavement Repair Works

The repair works that will be undertaken for the pavement will be as follows:

- Shallow Patching works: surface patch including milling and re-instating wearing asphalt course (5cm) and a full asphalt removal and repair with maintaining base course layer and applying one layer asphalt binder course (5 cm) and one layer asphalt wearing course of (5cm) as specified and shown on drawings.
- Deep Patching works including excavation, base course (30cm), asphalt binder course (one layer 5cm) and asphalt wearing courses (one layer 5cm).
- Crack sealing.
- Milling & overlay for sunken but stable trench width less than 1m.
- Removal and reinstatement of damaged trench. Width less than 1m.

3.2.3 Concrete Repair Works

The maintenance and repair works to be implemented for the concrete are represented as follows:

- Cast in situ Reinforced concrete, Class 250/20 (B25) for repair box culverts, headwalls and wingwalls, concrete channels, safety barriers and retaining walls (all types and shapes).
- Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers.
- Cast in situ Reinforced concrete, Class 250/20 (B25) for cover channel.

3.2.4 Traffic Control Devices

The installation of traffic control devices will cover the following activities:

- Thermoplastic reflectorized road paint lines width 20 cm (Thickness 3 mm) including surface preparation and removal of existing paint lines (where needed).
- Thermoplastic reflectorized special road marking including speed limit marking (Thickness 3 mm).
- Cats eye Pavement Studs as specified and to the Engineer satisfaction (3-cluster type).
- Bituminous speed humps completed all as specified and shown on drawings and to the Engineer's satisfaction.

- Rumble strips (TPR materials) completed all as specified and shown on drawings and to the Engineer's satisfaction.
- Delineators and Markers Posts Type J4.
- Small Signs (not exceeding 1 m² area).
- Temporary Signing and Channelizing Devices for Protection of Traffic:
 - Barricade with flashers type k5c.
 - Rectangular sign type KCI.
 - Sign, size greater than or equal to one square meter including posts, supports, foundations and all related works, type K2.
- Temporary Channelizing Devices:
 - Plastic Barrier, 145 cm long and 40 cm wide, type K16.
 - Removable single face concrete safety barrier, 200 cm long and 38 cm wide.
 - Removable double face concrete safety barrier, 200 cm long and 60 cm wide.

3.3 Material and Equipment

Typical equipment used for routine maintenance activities will be used for the maintenance of roads in Marjayoun Caza, including but not limited to:

- Steel-wheeled Rollers
- Asphalt Distributor or paver
- Concrete mixing trucks
- Dumper Trucks oTrucks
- Excavators
- Loaders
- Asphalt Milling Machines
- Thermoplastic Road Marking Machines
- Liquid Asphalt Spraying Tanks
- Guardrail Post Driving Machines
- Asphalt Cutters

As for the main material needed for the routine maintenance activities, this include but not limited to:

- Aggregates (fine and coarse)
- Asphalt mix
- Liquid Asphalt
- Concrete mix
- Water
- Fuel
- Thermoplastic Paint Material
- Steel Guardrails
- Stones (for stone pitching)
- Reinforcing Steels
- Manhole Covers
- Rubber Bitumen

- Cat Eyes
- Delineators
- Traffic Signals

3.4 Site Construction Staffing and Facilities

The total number of workers for the roads routine maintenance activities project shall be based on the total volume of each activity as per the bill of quantities of the tender documents, as well as the independent assessment of the awarded contractor subject to the project duration and the planner's effort to produce a relevant program of work to cover all project activities. Accordingly, all maintenance activities will need the involvement of a certain number of workers ranging from unskilled labors to equipment drivers to foremen/engineers. Thus, the number of workers will be determined for each project activity. An estimated number of 6 workers (on average) will be designated for each maintenance activity (4 for application and 2 for safety). Furthermore, the project site will not include any facilities to be installed on-site. The usage of material and equipment for this project will be limited only for the duration of maintenance works.

4. DESCRIPTION OF THE ENVIRONMENT AND SOCIAL CONTEXT

To properly assess the potential impacts of the road routine maintenance activities, an environmental and socioeconomic baseline needs to be developed. The baseline will also play a prominent role in developing and implementing mitigation and monitoring plans. This section presents a description of the baseline information. The description of the baseline conditions was based on literature review within Marjayoun Caza and is divided into three sections covering the physical, biological and socioeconomic environment.

4.1 Physical Environment

4.1.1 Topography

The Caza of Marjayoun is one of the four cazas of the Nabatiyeh Governorate and it is about 98 km away from the capital of Beirut (Localiban, 2015). It covers an area of 313 km². It is bounded to the north and northwest by the caza of Hasbaya and Jezzine, to the west by the caza of Bent Jbeil and Nabatiyeh, and to the south by the caza of Bent Jbeil (Localiban, 2021). The topographic map representing this Caza is provided in Annex 1.

4.1.2 Geology

The geological formation within the Caza of Marjayoun are presented in Annex 2. Based on the geological map, the main geological formation within the study belong to the following:

- Kesrouan Limestone (J4): Crystalline, grey with brownish tint in colour, highly fissured dolomitic LIMESTONE with white veins of quartz. Variable grain size from fine to coarse depending on the degree of diagenesis. Chemically deposited. Saccharoidal texture. High content of algae showing drop-like patches on fracture surfaces. Some silicified corals.
- Bhannes Volcanics or Equivalent (J5): Volcanics: Black BASALT or pillow lava, not vesicular. Equivalent: Bluish clastic LIMESTONE, weathers to creamish, usually intercalated with soft bluish shale (0.5 to > 1 m thick).
- Bikfaya Limestone (J6)-Salima Limestone (J7): these formations belong to the Jurassic geological period. It is a very variable sequence of brown-yellow ferruginous oolitic limestones, often burrowed and cross bedded, that alternate with brown marls. The unit is mainly fairly thin bedded (although some massive units occur, especially at the top) and a relatively recessive topography occurs. Thickness varies from zero-few meters to 150 m.
- Quaternary (Basalts: Bc,Bp): Volcanics: Black BASALT or pillow lava, not vesicular
- Chouf Sandstone (C1): this formation belongs to the Cretaceous period. It is an often ferruginous brown to white sandstone with associated clays, shales and lignites. Some of the darker layers contain woody or coaly fragments, often with pyrite, marcasite and amber. Locally, the Chouf Sandstone contains basaltic volcanics and reddish clayey beds which appear to be weathered volcanic tuffs. The Chouf Sandstone is very variable in thickness, ranging from a few metres to 300 m thick and in places showing rapid lateral changes.
- Abey Formation (C2) of the Lower Aptian age: this formation belongs to the Cretaceous period. It consists of a mixture of clay, sand and calcareous material in varying proportions forming clay, sandy clay, marl, marly limestone etc. The calcareous material may be slightly to moderately indurated. Where marl prevails its fresh colour is bluish, weathering to creamish brown. The entire Abey Formation is around 125 m thick at the type section.

- Hammana Formation (C3) of Albian age: Green MARL (containing glauconite) intercalated with thick layers of marly LIMESTONE forming cliffs 3 - 4 m in height. Thin sand layers in the lower part of the formation may be present. Its thickness is 150 m.
- Sannine Limestone, of Cenomanian age unit (C4); this unit is divided into three subunits namely:
 - Dolomitic Limestone (C4a): this formation is characterized by geodes of different sizes filled or voided and a thickness of about 300 meter. Within this unit Ammonites and fish fossils were found.
 - Bluish marl and shale (C4b): this formation contains crystals of quartz, chert nodules and bands form. The thickness of this unit is in the range of 80-100 meter
 - Limestone and dolomitic limestone (C4c): The Limestone of this unit is highly karstified. The color of this formation is white to brown and its thickness is about 300 meter.
- White marl and marl-limestones (C6) of Senonian and Base of Eocene: Cretaceous and lower Tertiary sediments indistinguishable lithologically; stiff bluish plastic Marl with glauconite, interbedded with chalky marly Limestone and nodules of black chert. This formation has a thickness that ranges from 400 m to 150 m and is rich in foraminifera fossils.
- Eocene (e2): This rock formation is widespread in South Lebanon. It is composed of marly and chalky limestone with a thickness in the range of 4500 m–550 m. With a thick succession, it has a good potential to store groundwater.
- Miocene (m_{2a}): Continental: conglomerate and sand, with thick mud on top. Thickness 50 m to > 100 m.
- Middle Miocene (m_{2b}): Reefic LIMESTONE, massive. Thickness 150 m.
- Pleistocene (Q) (qta): Belongs to the quaternary geological unit. It is composed of loose Eolian and cemented sands. Residual soil including Terra Rosa are also found in this formation. In addition, this geological unit is composed of loose alluvium, unconsolidated soil and sediments.

4.1.3 Hydrogeology

The Marjayoun Caza comprises the Litani river and its streams that cross or along secondary roads. It is the longest and most abundant river in Lebanon. The banks of this river have been used for many hydraulic, agriculture, and electric projects such as the water projects for potable water provision in different villages in the Caza. Moreover, several ground water sources are spread on Litani's riverbeds and the Caza comprises several springs (NNA, 2016) such as Nabaa El Houjair located on a secondary road and Nabaa Ed Dardara also located on a secondary road. A map showing the major rivers and streams along with the springs in Marjayoun Caza is presented in Annex 3.

4.1.4 Climate and Meteorology

Figure 1 of Annex 4 presents the averages temperatures and precipitation registered in Marjayoun village during each month of the last 30 years. It shows that the lowest average temperature, which was 5°C was registered in January and February, while July and August have registered the highest average temperatures of 31°C. In Marjayoun, most rain events fall in the winter during the month of January (99 mm of precipitations). However, the driest month is July and August, with 0 mm of rain (Meteoblue website, 2022).

Figure 2 of Annex 4 shows the wind rose for Marjayoun village representing how annual wind speed and direction are distributed. The wind rose indicates that the wind direction with the highest frequency within the village is from the West (W) with a speed of greater than 5 km/h occurring most of the times (1,005 h/year) (Meteoblue website, 2022).

Additional data on climate in the caza was obtained from the Lebanese Agriculture Research Institute (LARI) from its station in the village of El Khyem that is located at the altitude 695 meters a.sl. This data represents the average temperatures and average precipitation of the year 2019 (Annex 4, Figure 3).

As for the wind data, wind speed and direction data were also obtained from LARI from its nearest station in El Khyem's that is located at the altitude 695 meters a.sl. Annex 4 – Table 1 represents the average monthly and annual wind speed and direction for the year of 2018.

4.1.5 Air Quality

In 2018, a study (Abdallah et al., 2018) used the National Air Quality Monitoring Network (AQMN) data of 2014, as well as data from a long-term monitoring campaign, to assess an air quality modelling system. The study simulated air quality over Lebanon and Greater Beirut for key gas pollutants including Nitrogen Dioxide (NO₂) and Particulate Matter (PM). At the time of the study, the AQMN that was installed and operated by the MoE consisted of five stations, four of which were used in the study, including two urban stations in Beirut (one at the Beirut Pine Forest and the other at the Lebanese University campus in Hadath). The long-term monitoring campaign was conducted simultaneously by the University of Saint Joseph at an urban site within Beirut City at the Beirut Pine Forest, and at a suburban location outside Beirut namely the university campus in Mansourieh. The results for Lebanon simulation for NO₂ and PM₁₀ are shown in Annex 5. The modelled annual concentration map showed that NO₂ annual concentration at Marjayoun Caza is around 28 µg/m³ (below the WHO recommended value of 40 µg/m³ limit) whereas the annual PM₁₀ is around 30 µg/m³ (above the WHO recommended value of 20 µg/m³ limit) (Abdallah et al., 2018).

4.1.6 Land Use/Land Cover

In Marjayoun Caza, the most common land use is agriculture and grazing (IDAL, 2018). Based on the annual precipitations and temperatures, Marjayoun Caza is an agricultural area and the soil quality is considered fertile (UNDP/CEDRO, 2012). Annex 6 represents the Land Use/Land Cover (LU/LC) map of Marjayoun Caza where agriculture areas dominate is common in the Caza. In addition, woods and surfaces with herbaceous vegetation are present.

4.2 Biological Environment

4.2.1 Flora

The Southern part of Lebanon is covered by Aleppo Pine forests (*Pinus halepensis*) that are covering mainly an area of 400-500 ha of the two Districts of Marjayoun and Hasbaya (MoE/UNDP/ECODIT, 2011). Among the key species of plant populations and trees that are common in South Lebanon are *Alcea setosa* (Boiss.) Alef, *Cerantonia siliqua* L., *Cercis siliquastrum* L., *Cichorium intybus* L., *Crateagus monogyna* Jacqu., *Eryngium creticum* Lam, *Laurus nobilis* L., *Myrtus communis* L., *Pinus brutia* Ten., *Pinus brutia*, *Quercus calliprinos* Webb. (UNDP, 2006).

In reference to the report 'Setting Conservation priorities for Lebanese Flora - Identification of important plant areas', the endemic plant species that was identified in different locations

including Marjayoun is *Centaurea heterocarpa* Boiss. & Gaill. ex Boiss (Bou Dagher-Kharrat M. *et al.*, 2018).

4.2.2 Fauna

The fauna in the Marjayoun Caza includes wild animals that are common and are also present mainly in the woods and the surrounding natural areas among the wild mammals that could be present are the striped hyena (*Hyaena hyaena syriaca*), the gray wolf (*Canis Lupus pallipes*), the European badger (*Meles meles*) and the long-eared hedgehog (*Hemiechinus auritus*).

4.2.3 Ecologically Sensitive Areas

The District of Marjayoun comprises Ebel Es Saqi area which 1850 m away from the nearest road PRI 062. Ebel Es Saqi was declared as an Important Bird Area (IBA) by BirdLife International where different bird species were observed such as the Common Cranes, White Storks, Pallid Harrier, European Honey-buzzard, Egyptian Vulture, Black-headed Bunting and Masked Shrike. Moreover, the MoE has declared in 2006 Ebel Es Saqi a Hima that was among the list of sites of natural and/or ecological importance in need for protection and the word Hima refers to protected area (SPNL, 2022). The Hima is divided into six land use zones of a pine forest, scrubland, Hasbani River Ecotone, Hasbani River, crop fields and olive groves (MoE, 2014). Moreover, the non-avian fauna of interest are bats, hyrax, wild cat, fox, jackal, river otter, wild boar, freshwater fish, terrestrial turtles, chameleon and lizards, three species of amphibians, and scorpions (BirdLife International, 2022). Marjayoun also hosts the Wadi El Houjair Valley that is extending along a secondary road, has been declared in virtue of Law 121/2010 a Nature Reserve (Annex 3).

4.3 Socio Economic Environment

4.3.1 Demographic Profile

The Caza of Marjayoun is part of Nabatiyeh Governorate which has around 330,000 inhabitants (including Syrian and Palestinian refugees) and this is considered the lowest population share among all governorates in Lebanon (IDAL, 2018). The Caza of Marjayoun hosts 74,000 Lebanese (CAS, 2020) with a population density of around 228 people per Km² (IDAL, 2018). The average household size in the caza is 3.6 compared to the overall average household size of 3.8 individuals (CAS, 2020). The governorate of Nabatiyeh possesses a poverty rate of 25% lower than the national average 27% (IDAL, 2018). Moreover, the unemployment rate in Marjayoun Caza is estimated at 16.6% compared to the national average 11.4% (CAS, 2020) and the number of deprived Lebanese in Marjayoun Caza was 32,880 (OCHA, 2016).

According to the Syria Refugee Response per district (UNHCR, 2021), the total number of Syrian Refugees in Marjayoun Caza as of 31/10/2021 is 6,147. According to the UNHCR, no informal tented settlements for refugees were established in Marjayoun Caza (Reliefweb, 2020). Syrian refugees reside in residential dwellings/apartments within the caza. Moreover, there are no Palestinian Refugees in Marjayoun Caza (OCHA, 2016).

4.3.2 Economic Activities and Infrastructure

The main sources of income of the Caza of Marjayoun are agriculture (concentrated in southern Marjayoun), livestock breeding, the employment in the public sector and remittances that constitute an important source of income for the Marjayoun population coming mainly from Latin America and West Africa. In addition, smuggling has constituted a basic source of income where goods are sent to Syria across the mountainous borders of Chebaa'. As Marjayoun is considered the center of the Caza, there are a limited number of public and private sector employees.

However, the villages of Marjayoun and khyem are considered among the poorest villages of the Caza where respectively 9% and 14% of their Lebanese residents earn less than 4 dollars per day (UNDP, 2016).

According to CAS, 2020, among the 56,100 individuals aged more than 15 years old and living in primary dwellings around 24,500 belong to the labour force (20,400 employed and 4,100 unemployed) and 31,600 were outside the labor force.

The main source of drinking water in the Caza is the non-piped water supply with 76.9% connectivity. Drinking water was in the form of piped supplies connected directly to 22.9% of households while 0.2% of residencies have no drinking water supply. As for the public electricity network, it was common in the caza with 99.6% connectivity. Furthermore, 84% of dwellings rely on a private electricity source or owning a private generator (CAS, 2020).

4.3.3 Education Services

Marjayoun Caza possess public schools that provide education for the elementary and intermediate levels. Moreover, universities and post-secondary institutions are not present in the Caza. However, these institutions are present in the big cities, hence, students are displaced to continue their education. In addition, the present schools in the Caza suffer from the lack of capabilities and from the lack of availability of new programs and curricula, especially in the field of informatics, technology and the arts (CDR, 2005). According to the Center for Educational Research and Development (CRDP) the available data for 2015-2016 about the number of schools that are available in Marjayoun caza are 10 Public Schools, 6 Private Schools for free and 7 Private Schools (CERD, 2016). However, none of these schools were identified along the proposed primary and secondary roads for maintenance.

The rates of illiteracy in Marjayoun caza for the group aged 10 years and above increase with age. The illiteracy rate in Marjayoun Caza is 10.6% higher than the national level which is 7.4%. Illiteracy is concentrated at high age groups (65+ years) with 36.1% mainly among women (53%) while the rate for the men is 18.2%. (CAS, 2020).

4.3.4 Health Services

The Caza of Marjayoun hosts the Governmental Hospital of Marjayoun which is 1470m away from Road PRI 062 and 1400m away from a secondary road and Mays El Jabal Governmental Hospital which is 640m away from a secondary road (Annex 3). The residents of Marjayoun Caza who benefit from at least one type of health insurance make 48%. Health coverage for woman is 48.5% while it is almost at the same rate at 47.4% for men in this region. These numbers show that health coverage in this caza is lower than the national level for woman and men with respectively 56.2% and 54.9%. The National Social Security Fund is found to be the main source of health coverage in this region (CAS, 2020).

4.3.5 Cultural Heritage

The Caza of Marjayoun encompasses an important architectural and natural heritage. The Caza has beautiful houses with exceptional architecture, churches and mosque from the 18th and 19th century. Among the archeological sites are ruins of old Houses, Cemeteries, a museum in Khyem vialge located 1700m away from a secondary road, an ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 and the Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062 and an old shrine and Grottos in Deir Mimas 1600m away from Road PRI 059 and 850m away from a secondary road (Annex 3). Moreover, Marjayoun is known for its fertile plains that are crossed by the Litani River. As for the ecotourism, the LMT

Association (Lebanese Mountain Trail) has included a trail section (distance of 15 Km) between Marjayoun and Hasbaya. In addition, many people go hike between the fertile agricultural plains of Marjayoun's valley (pbvliban website, 2020).

4.3.6 Road Sensitive Receptors

The main sensitive receptors within the Marjayoun Caza include the Litani River and its streams that cross or along secondary roads, the Houjeir spring located on a secondary road and Ed Dardara spring also located on another secondary road. The ecologically sensitive areas comprise Ebel El Saqi IBA and Hima which is 1850m away from the nearest road (Road PRI 062). The Caza hosts the Wadi El Houjair valley extending along a secondary road, which was declared in virtue of Law 121/2010 a Nature Reserve. Moreover, there are many archaeological sites that were identified in the Caza along with additional old ruins and monuments such as the ruins of old Houses, cemeteries, a museum in Khyem village 1700m away from a secondary road, an ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 and the Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun located 860m away from Road PRI 062 and an old shrine and Grottos in Deir Mimas 1600m away from Rad PRI 059, and 850m away from a secondary road. A map of all these receptors can be found in Annex 3.

5. ENVIRONMENTAL AND SOCIAL IMPACT ANALYSIS AND MITIGATION

This section analyzes the potential anticipated positive and negative environmental and social impacts associated with the maintenance activities to be executed in Marjayoun Caza and proposes measures for their mitigation.

5.1 Assessment Methodology

The evaluation of potential environmental and social impacts will be based on relevant scientific evidence, literature review and the professional judgment of the Consultant. The impact assessment approach that was applied is as follows:

- Identification of project-related activities (during both phases) and environmental aspects;
- Determination of potential impacts on the natural and man-made environment that might arise from these activities;
- Assessment and evaluation of potential impacts based on the criteria set out in the Environmental and Social Management Framework of the project. As such, impacts will be weighted on the scale of P, 2P, O, N, 2N to signify Positive, strongly Positive, Neutral, Negative, and Strongly Negative impacts respectively.

Due to the fact that the location of the maintenance activities will not be defined until execution of the works commence, the impact rating will be based on the presence of the defined sensitive receptors for that impact.

5.2 Potential Positive Impacts during Maintenance

The maintenance of roads in Marjayoun Caza is considered as an economic opportunity for the selected contractor and their subcontractors. Local businesses may benefit from maintenance activities through selling raw materials, equipment, machinery and goods and the project will create jobs and could hire labors from the local community (Lebanese and Syrian). For example, small shops may potentially benefit from the maintenance activities as workers will buy food and drinks from these small shops. In addition, local garages will benefit from increased business in vehicle and equipment maintenance and residents will benefit from the rent fees of the offices and residences as well as vehicle and equipment parking area. The potential influx of workers will also increase economic activity in the area as they will likely purchase their daily requirements from the surrounding shops. This will have a ripple effect within the communities where the roads will be maintained. This impact is, however, temporary and jobs will be discontinued as soon as maintenance works are complete.

As such this impact on economic activity in the region is considered as a positive impact (P).

5.3 Impacts and Mitigation during Maintenance Activities

Table 5-1 presents the general positive and negative impacts that might arise from all maintenance activities during the execution of works.

Table 5-1: Environmental and Social Impacts during Maintenance Activities

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|-------------------------------------|--|---|----------|--|
| Environmental | | | | |
| Air, nearby communities and workers | <p>Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area</p> <p>Cleaning of waterways, hydraulic structures, drainage pipes, and box culverts</p> <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> <p>Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course</p> <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> <p>Removal and reinstatement of damaged trench.</p> | <p>Air pollution from emissions of machinery, trucks or open burning activities</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair extending along a secondary road</p> <p>Mays El Jabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | N | <p>Prepare and abide by Pollution Prevention Plan that includes:</p> <p>Atmospheric Emissions and Dust Management Provisions (Annex 7)</p> <p>Water the ground when extremely windy</p> <p>Mix material in an enclosed space</p> <p>Cover material when transporting</p> <p>Prepare and abide by Emergency Preparedness and Response Plan (Annex 7)</p> <p>Specific Measures Near Sensitive Receptors (Refer to Annex 3)</p> <p>Speed limit for project vehicles and machinery within working areas shall not exceed 20 Km/h</p> <p>Ensure optimal traffic routes.</p> <p>Use wet suppression in the dry season, where unpaved roads, the working strip, raw material stockpiles are located <200 m from settlements</p> |
| Air, nearby communities | Removal and reinstatement of damaged trench. | <p>Dust pollution from maintenance and excavation activities</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair extending along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> | N | |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|--------------------------------|-----------------------------|--|----------|---|
| | | <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | | |
| Nearby communities and workers | | <p>Noise pollution a result of transportation or delivery of raw materials, trucks movement, concrete mixing, drilling, construction and operation of heavy vehicle movement such as excavators</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair extending along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | N | <p>Maintenance of vehicles and machinery</p> <p>Excavation and any other noisy activity only to be conducted during working hours</p> <p>In the case where it is absolutely necessary to conduct some activities outside the normal working hours (i.e. at night), prior approval of the concerned municipality and CDR will be obtained</p> <p>Set traffic speed limits</p> <p>Specific Measures Near Sensitive Receptors (Refer to Annex 3)</p> <p>Verify drivers' behavior with respect to driving speed</p> <p>Plan vehicle routes to avoid settlements where possible</p> |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|---|---|---|----------|--|
| Biodiversity and sensitive habitats | | Disturbance of nearby areas and animal escape through noise and vibrations Potential Impact on: The Wadi El Houjair extending along a secondary road Refer to Annex 3 | N | |
| Water resources, soil, nearby communities | Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts Removal of damaged galvanized steel guardrail and replacing it by new ones Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses Milling and overlay for sunken but stable trench Removal and reinstatement of damaged trench. Cast in situ reinforced concrete for repair box culverts, headwalls and wingwalls, concrete channels, safety barriers, retaining walls and cover channels | Contamination of surface water and pollution of ground water from improper disposal of wastewater from workers and of wash water coming from cleaning of machines and equipment Potential Impact on: Litani River and its streams that cross or are along secondary roads Nabaa El Houjeir located on a secondary road Nabaa El Dardara located on a secondary road Refer to Annex 3 | N | Prepare and abide by Pollution Prevention Plan that includes: Effluent Management Provisions Rainwater run-off Management Provisions (Annex 7) Prepare and abide by Emergency Preparedness and Response Plan (Annex 7) Specific Measures Near Sensitive Receptors (Refer to Annex 3) On-site concrete pouring shall be done in a way to avoid leaching to nearby water bodies. Onsite mixing of concrete shall be performed at least 40 meters away from nearby water bodies Prohibit the disposal of excess concrete mix into the environment or near water bodies |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|---|---|--|----------|---|
| | Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers | | | |
| Water resources, soil, nearby communities | <p>Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area</p> <p>Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts</p> <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> <p>Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course</p> | <p>Water pollution due to accidental spill of oils and chemicals from trucks and from transportation of chemicals and oils</p> <p>Potential Impact on:</p> <p>Litani river and its streams that cross or are along secondary roads</p> <p>Nabaa El Houjeir located on a secondary road</p> <p>Nabaa El Dardara located on a secondary road</p> <p>Refer to Annex 3</p> | N | <p>Prepare and abide by a Spill Prevention and Management Plan under Pollution Prevention Plan (Annex 7)</p> <p>Minimize soil exposure time</p> <p>Minimize the use of chemicals</p> <p>Regular maintenance of vehicles</p> <p>Prepare and abide by Waste Management Plan and Hazardous Materials Management Plan (Annex 7)</p> <p>Prepare and abide by Emergency Preparedness and Response Plan (Annex 7)</p> <p>Specific Measures Near Sensitive Receptors (Refer to Annex 3)</p> |
| Water resources | <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> <p>Removal and reinstatement of damaged trench.</p> | <p>Improper disposal of cut volume may cause contamination of water bodies in rainy weather</p> <p>Potential Impact on:</p> <p>Litani river and its streams that cross or are along secondary roads</p> <p>Nabaa El Houjeir located on a secondary road</p> <p>Nabaa El Dardara located on a secondary road</p> <p>Refer to Annex 3</p> | N | <p>Fuel, oil or hazardous materials required to be temporarily stored onsite shall be stored within secondary containment located further than 100m from a watercourse or water body</p> <p>Fuel and hazardous chemical storage areas shall not be allowed within 30m of a minor watercourse, within 100m of a major watercourse, or where there is the potential for spilled fuel to enter groundwater</p> <p>Keep the area free of litter and garbage and prevent random disposal of waste</p> <p>Specific locations shall be designated for consuming food and snacks away from sensitive receptors.</p> |
| Water resources, soil, subsoil and land | Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area | Contamination of soil and surface water bodies from the improper disposal of solid waste generated from workers and | N | <p>Prepare and abide by Waste Management Plan (Annex 7)</p> <p>Reuse or recycle the generated</p> |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|---|--|--|--------|--|
| | Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts Removal of damaged galvanized steel guardrail and replacing it by new ones Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course | the used materials, construction waste from excavation and drilling activities Potential Impact on: Litani river and its streams that cross or are along secondary roads Nabaa El houjeir located on a secondary road Nabaa El Dardara located on a secondary road Refer to Annex 3 | | waste whenever possible Prepare and abide by Emergency Preparedness and Response Plan (Annex 7) Specific Measures Near Sensitive Receptors (Refer to Annex 3) Waste bins shall be located at a distance of over 100 m from any natural sensitive area or water bodies and over 500 m from any socioeconomic sensitive area |
| Energy resources | Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses Milling and overlay for sunken but stable trench Removal and reinstatement of damaged trench. | High consumption rates of electricity, fossil fuel, etc. contributing to overconsumption and depletion of fuel | N | Maintenance of the generators and trucks Light in the site offices shut down during the night Construction workers must be trained and provided with awareness sheets on efficient energy use Machinery and equipment must be turned off when not in use |
| Water resources | Cast in situ reinforced concrete for repair box culverts, headwalls and wingwalls, concrete channels, safety barriers, retaining walls and cover channels | High consumption rates of water for construction related activities | N | Use water in the most efficient way and reduce wastage |
| Water resources, soil, nearby communities | Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers | Reduction in overall ground and surface water quality due to improper disposal of construction waste | N | Regular site inspection to detect water leakages Whenever possible, use dry-cleaning instead wet cleaning Training and awareness should be raised to workers concerning water usage best practices and water conservation Proper disposal of construction waste |
| Water resources, soil, subsoil and land | | Depletion of natural resources due to the unsustainable extraction of borrowing material (sand, aggregates, ...) | N | Ensure that the borrow material are extracted from legal sites Avoid agricultural lands to extract borrowing material |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|---|---|--|----------|--|
| Biodiversity and sensitive habitats | <p>Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area</p> <p>Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts</p> <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> <p>Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course</p> <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> <p>Removal and reinstatement of damaged trench.</p> | <p>Potential damage of existing flora</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair extending along a secondary road</p> <p>Refer to Annex 3</p> | N | Prepare and abide by Pollution Prevention Plan (Annex 7) In case of any tree removal, ensure that the contractor will get a permit from the MoA |
| Social | | | | |
| Local workers, socio-economic activities | Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area | Creation of job opportunities for local communities | P | Workers are paid their wages in full and on time |
| Nearby communities, socio-economic activities | <p>Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts</p> <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> | Local garages will benefit from the equipment oil maintenance and residents will benefit from the rent fees of the offices and the equipment parking area. | P | |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|---------------------|---|---|----------|---|
| Shop owners/renters | Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course | Small snack shops and coffee stations are expected to benefit from workers buying food and drinks | P | |
| Foreign Workers | Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses Milling and overlay for sunken but stable trench Removal and reinstatement of damaged trench. Cast in situ reinforced concrete for repair box culverts, headwalls and wingwalls, concrete channels, safety barriers, retaining walls and cover channels Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers | Temporary potential Labor Influx | N | Priority hiring to qualified local community GRM for local communities (public notice including GRM to be posted at relevant municipalities and on project sign boards) |
| Shop owners/renters | Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area Cleaning of waterways, hydraulic structures, drainage pipes, and box culverts Removal of damaged galvanized steel guardrail and replacing it by new ones Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of | Economic Activities and its effect on the livelihood of the shop owners | N | Install overpass structures from the road to the shops Maintain a passing corridor within the alignment to grant access to nearby properties Ensure that access to small snack and coffee stations is not blocked by installing wooden boards where necessary Inform the shops' owners ahead of time about maintenance date and coordinate with relevant municipalities Regularly inform road users and local communities in relation to changed traffic conditions or access |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|--|--|---|-----------|--|
| | <p>asphalt binder course and one layer of asphalt wearing course</p> <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> <p>Removal and reinstatement of damaged trench.</p> | | | <p>Proper installation of sign boards in culturally appropriate languages that are clear and understandable to the public</p> <p>Timely completion of the maintenance activities</p> <p>Ensure access to external GRM (public notice including GRM to be posted at relevant municipalities and on project sign boards)</p> <p>Prepare and abide by Traffic Management Plan (Annex 7)</p> |
| Foreign workers influx | <p>Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area</p> <p>Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts</p> <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> | Discrimination from the local community against the potential influx of foreign workers | N | <p>Prevent discrimination at the workplace</p> <p>Conduct awareness campaigns for the local community regarding foreign workers influx</p> <p>Inform the local community that worker will sign code of conduct before starting the work</p> <p>GRM for local communities and all relevant stakeholders</p> |
| Locals and foreign, skilled and unskilled) | <p>Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course</p> | Possible unequal wage benefits between local and foreign workers | N | Ensure that all workers (locals and foreign, skilled and unskilled) shall be compensated and are contracted equally as per the scale of market price rates, have equal contractual benefits and working conditions, and have access to internal GRM |
| Local and foreign children | <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> <p>Removal and reinstatement of damaged trench.</p> <p>Cast in situ reinforced concrete for repair box culverts, headwalls and wingwalls, concrete</p> | Possible recruitment of children who are under the legal age as workers on the site, especially in the case of the day laborers | 2N | <p>Daily registrations of workers and verification of their age to prevent child labor</p> <p>Abide by the National Labor Law</p> <p>Ensure the contractor is aware of the penalties that Labor Law imposes in the case of child labor</p> <p>Oblige the contractor to strictly abide by the Labor Law through the CDR tender documents that should include prohibition of child labor</p> |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|--|---|---|----------|--|
| | channels, safety barriers, retaining walls and cover channels Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers | | | |
| Nearby communities, socio-economic activities | Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area Cleaning of waterways, hydraulic structures, drainage pipes, and box culverts Removal of damaged galvanized steel guardrail and replacing it by new ones Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses Milling and overlay for sunken but stable trench Removal and reinstatement of damaged trench. | Disruption of local community to access services due to maintenance activities and temporal road closures | N | Prepare and abide by Traffic Management Plan (Annex 7) Traffic shall be secured via alternative routes to reach relevant destinations in case the works imply the temporary closure of this road Inform the local community about the location of detours, road blockages or diversions through public announcements and proper diversion signage Ensure access to external GRM (public notice including GRM to be posted at relevant municipalities and on project sign boards) |
| Existing infrastructure and nearby communities | Removal of all vegetation, surface debris and scattered stones and rocks within the limits of working area Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts | Damage of existing infrastructure | N | Regular coordination with relevant municipalities Conducting trial pits Ensure access to external GRM (public notice including GRM to be posted at relevant municipalities and on project sign boards) |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|--------------------|---|--|----------|--|
| | <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> <p>Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course</p> <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> <p>Removal and reinstatement of damaged trench.</p> | | | |
| Nearby communities | <p>Cleaning of waterways, hydraulic structures , drainage pipes, and box culverts</p> <p>Removal of damaged galvanized steel guardrail and replacing it by new ones</p> <p>Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course</p> <p>Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses</p> <p>Milling and overlay for sunken but stable trench</p> | Potential occurrence of gender-based violence and sexual exploitation and abuse incidents and all forms of GBV incidents | N | <p>Draft Codes of Conduct and the guidelines for a GBV and VAC Action Plan</p> <p>Conduct training sessions for workers on Sexual Exploitation and Abuse and/or Sexual Harassment</p> <p>All workers should understand, and sign codes of conduct written in their native language</p> <p>Respond to the reported incidents of sexual abuse exploitation as a matter of priority</p> <p>Regular training on gender-based aspects, internal and external GRM that includes an anonymous channel for protection of complainants' identity and confidentiality</p> <p>Availability of a GRM with multiple channels to initiate a GBV complaint, which ensures confidential reporting with safe and ethical documenting of GBV cases, including Sexual Exploitation and Abuse and Sexual Harassment.</p> |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|--------------------|---|---|----------|---|
| | Removal and reinstatement of damaged trench. Cast in situ reinforced concrete for repair box culverts, headwalls and wingwalls, concrete channels, safety barriers, retaining walls and cover channels | | | GRM will be sensitive to complaints related to SEA/SH grievances and ensure implementation of the necessary referral pathways Ensure that there is a survivor centric approach for SEA/SH complaints and trained personnel handling these calls |
| Nearby communities | Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers | Slight increase in traffic due to the transport of construction materials or due to the material that may fall Potential Impact on: The Wadi El Houjair extending along a secondary road Mays ElJabal Governmental Hospital 640m away from a secondary road Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059 Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062 Old shrine and Grottos in Deir Mimas 850m away from secondary road. Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062 Refer to Annex 3 | N | Prepare and abide by Traffic Management Plan (Annex 7) Ensure traffic is not blocked during transportation Inform residents and place signs near the working areas in culturally appropriate languages and written in clear and understandable manner Ensure communities have access to GRM Cover transported material Abide by traffic regulations Operate well maintained vehicles |
| Nearby communities | | Traffic congestion in the town due to temporal road closure Potential Impact on: | N | |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|---|-----------------------------|--|----------|--------------------|
| | | <p>The Wadi El Houjair located along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> <p>Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062</p> <p>Refer to Annex 3</p> | | |
| Nearby communities, socio-economic activities | | <p>Material falling from vehicles during transport may cause traffic accidents or congestion</p> <p>Potential Impact on:</p> <p>The Wadi El Houjair located along a secondary road</p> <p>Mays ElJabal Governmental Hospital 640m away from a secondary road</p> <p>Ancient Fortress and an old monastery in Qlaiaa located on Road PRI 059</p> <p>Hill of Debbine, Phoenician Roman, Crusader sites in Marjaayoun 860 m away from Road PRI 062</p> <p>Old shrine and Grottos in Deir Mimas 850m away from secondary road.</p> | N | |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|--------------------------|---|---|-----------|---|
| | | Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062 Refer to Annex 3 | | |
| Health and Safety | | | | |
| Workers | Thermoplastic reflectorized road paint lines including surface preparation and removal of existing paint lines Thermoplastic reflectorized special road marking including speed limit marking, Bituminous speed humps Rumble strips | Accident and injuries to workers and public because of maintenance activities | 2N | Develop a site-specific Public Health and Safety Plan and Occupational Health and Safety (Annex 7) |
| Nearby communities | Cleaning of waterways, hydraulic structures, drainage pipes, and box culverts Removal of damaged galvanized steel guardrail and replacing it by new ones Shallow patching works including milling and re-instating wearing asphalt course, full asphalt removal and repair with maintaining base course layer and applying one layer of asphalt binder course and one layer of asphalt wearing course Deep patching works including excavation maintaining base course and asphalt binder course and asphalt wearing courses Milling and overlay for sunken but stable trench Removal and reinstatement of damaged trench. | Dust generation and noise may cause health related problems for workers and disturbance to residents Potential Impact on: The Wadi El Houjair located along a secondary road Mays ElJabal Governmental Hospital 640m away from a secondary road Densely populated urban areas near the proposed secondary roads and Road PRI 059 and Road PRI 062 Refer to Annex 3 | N | |

| Receptor | Activity Generating Impacts | Impact Description | Rating | Mitigation Measure |
|----------|---|--------------------|--------|--------------------|
| | Cast in situ reinforced concrete for repair box culverts, headwalls and wingwalls, concrete channels, safety barriers, retaining walls and cover channels Plain concrete patching for deteriorated concrete in culverts, channels, walls and safety barriers | | | |

6. ENVIRONMENTAL AND SOCIAL MONITORING PLAN

6.1 Monitoring Plan

Continuous monitoring during the implementation of the maintenance activities will be required to ensure the effectiveness of the proposed mitigation measures. The plan includes a list of indicators to monitor, responsibility of monitoring, schedule and location of monitoring activities, monitoring methods and the estimated cost.

Through sound environmental and social management and implementation of a monitoring plan, the maintenance activities in Marjayoun Caza will avoid incurring the major adverse impacts. The aims of the monitoring plan are:

- Verify the environmental and social impacts predicted in the ESMP study;
- Determine project compliance with national and international requirements and standards;
- Monitor the performance of the project and the effectiveness of mitigation measures;
- Take remedial action if unexpected problems and unanticipated impacts arise.

Environmental monitoring activities/indicators during the execution of the maintenance activities are included in Table 6-1.

Table 6-1: Environmental and Social Monitoring Plan during Maintenance Activities

| Impact | Monitoring Indicators | Frequency / Duration | Location | Methods | Estimated Cost |
|---|--|--|---|---|--|
| Environmental | | | | | |
| Air pollution (Dust /GHG Emissions) | Total Suspended Particles (TSP), PM10, PM2.5 (wherever feasible), SOx, NOx and CO | Weekly and during activities that generates significant amount of air pollutants | Throughout the project area near sensitive receptors | Visual observation of dust dispersion (scale and direction) and 1-hr and 24-hr measurements when significant amount of air pollutants are generated | \$1,500/event |
| Noise Pollution and Light | Leq, Lmin and Lmax | Weekly and during activities generating significant noise levels | Throughout the project area near sensitive receptors | Single sample per location (average 1hr reading-15min intervals) during morning (7-8am), evening (1-2pm) and night (4-5pm) | \$300 (cost of noise monitoring machine) |
| Contamination of surface water bodies and soil from the generated domestic wastewater from workers and liquid waste from maintenance activities | Check for leakages in the connections between the porta cabin toilets and the existing network or polyethylene tank Check the discharge endpoint of the pumped wastewater from the polyethylene tank Effluent from construction activities (Concrete mixing, dust minimizing, washing of equipment...) | Weekly | Throughout the project area and at the porta cabin toilet sites | Visual inspection | - |
| Contamination of surface water bodies and soil from the generated solid waste | Ensure active solid waste management plan Construction and demolition waste Waste of the workers on site | Weekly | Collection points present on sites | Visual inspection | - |
| Reduction in overall surface water and soil quality Accidental Releases | Ensure active spill prevention and management plan Chemicals, oils and fuel spill incidents | Weekly | Active maintenance locations | Visual inspection | - |

| Impact | Monitoring Indicators | Frequency / Duration | Location | Methods | Estimated Cost |
|---|---|----------------------|--|-------------------|----------------|
| Depletion of non-renewable energy resources | Inspection of the quantities and types of the used fuel and oils | Weekly | Fuel and oils purchase bills | Visual inspection | - |
| Depletion of water resources | Inspection of water quantities Monitoring the different drilling and construction activities Ensure active spill and accident prevention plan | Weekly | Water purchase bills | Visual inspection | - |
| Destruction of existing Land Resources | Check the infrastructure locations and that excavation works do not interfere with it | Weekly | In location where excavation and drilling are planned (mainly where new pavement is assigned) | Visual inspection | - |
| Tree and floral species disturbance near the site during maintenance activities | Site observation | Weekly | Around maintenance activities | | - |
| Social | | | | | |
| Traffic congestion | Check traffic conditions during transportation of materials Ensure traffic is not blocked Ensure traffic is relocated properly Ensure all safety precautions are abided by | Daily | Throughout the project area | Visual inspection | - |
| Labor conditions | Proportion of Lebanese vs Syrian workers Worker's age GRM log Attendance sheets to GBV trainings | Weekly | Throughout the project area | Visual inspection | - |

| Impact | Monitoring Indicators | Frequency / Duration | Location | Methods | Estimated Cost |
|-------------------------------------|--|----------------------|--|--|----------------|
| | Number of workers trained to SEA Number of workers who signed Code of Conduct | | | | |
| Labor Influx | Number of report Sexual abuse and exploitation incidents Number of inappropriate communication and language among the workers | Weekly | Throughout the project area | Visual inspection | |
| Health and Safety | | | | | |
| Accident and injuries to workers | Ensure signs are in place before works begin Visual inspections to ensure that all workers are wearing their PPEs Recorded injuries and accidents within the workers | Daily | At maintenance activity locations | Visual inspection Accidents records | - |
| Accident and injuries to the public | Ensure the installation of pedestrian and vehicular passages near residential areas Ensure road diversion and construction attention signs are in place before works begin Record injuries and accidents within passers-by Ensure the development of a site-specific Occupational and Public Health and Safety Plan and that the best practices are applied | Daily | At maintenance activity locations | Visual inspection Accidents records | - |

6.2 Institutional Setup and Capacity Building

6.2.1 Roles and Responsibilities

The project works will be executed on the main road network which is under the jurisdiction of the Ministry of Public Works and Transportation (MoPWT). In Lebanon, donor-funded road works projects are implemented by CDR upon the request of the Council of Ministers (CoM). Therefore, in the context of REP project, CDR (Road and Transport Department) will execute the project on behalf of the Government/MoPWT.

In order to achieve proper environmental and social management and monitoring, a clear, functional institutional structure will be defined along with the roles and responsibilities of each institution/personnel (refer to Figure 6-1). In fact, during the execution of works, the contractor would be the primary actor; ensuring compliance of works with the different items specified in the environmental and social management plan. Accordingly, the contractor will be supervised by several entities appointed by CDR. CDR will be responsible for constant monitoring of the maintenance works through weekly and/or monthly reports (sent by the contractor) and site visits, ensuring and enforcing mitigation measures.

- More specifically, roles and responsibilities will be defined for the following:
- CDR: Project Implementation Unit (PIU) dedicated to the project which includes social and environmental specialists
- Contractor: project director, project manager, site engineer, environmental expert, social expert, Occupational Health and Safety (OH&S) expert, Road Safety Expert, and Health, Safety and Environmental (HSE) officer
- Supervising Consultant: environmental and social expert
- Municipalities: relevant municipalities in Marjayoun Caza

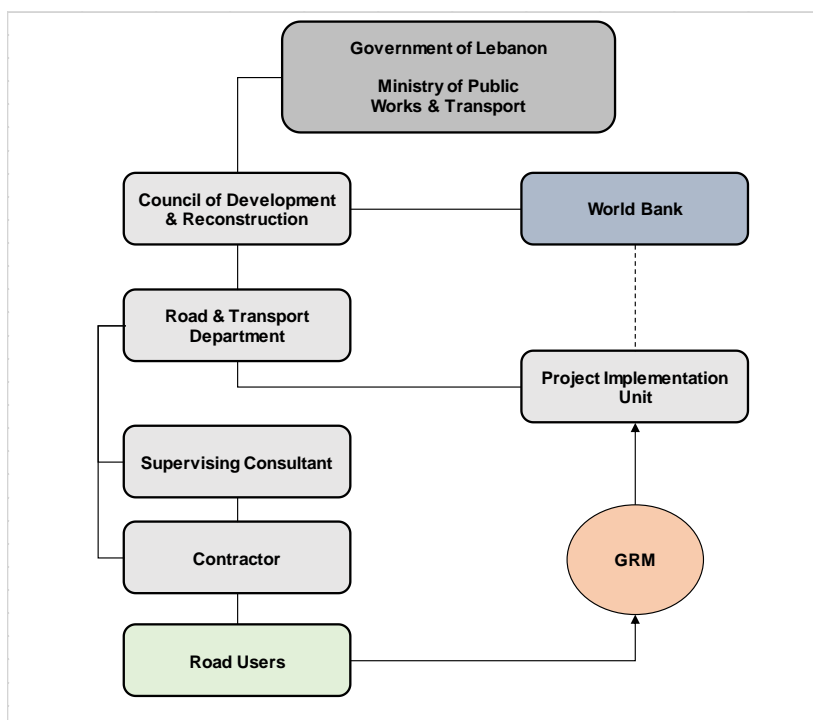


Figure 6-1: Roads and Employment Project Management Structure

6.2.2 Staff Training

In the context of the proposed project, the supervising consultant will prepare environmental and social training course (environmental and social management, health and safety issues) prior to the handover of the road project for the contractors and field supervision staff.

The main objective of the training is to:

- Meet regulatory requirements in capacity development in support of road maintenance;
- Develop technical and administrative procedures for monitoring air quality, traffic scheme recording accidents number;
- Implement data collection for monitoring activities;
- Establish a continuous improvement process for safety;
- Ensure that staff knows and understands the potential risks associated with road safety;
- Enhance knowledge and skills of municipality employees, enabling them to perform their responsibilities in the areas of health and safety.

Training programs must be incorporated with a feedback loop to ensure their relevance and acceptance by staff and will be reviewed periodically and updated when necessary. The implementation of the training programs will raise awareness to the involved workers and municipalities of the Caza in the following topics:

- National environmental and social laws, regulations, and standards;
- WB safeguard policies;
- Identified Management and Monitoring Plans
- GRM and referral pathways and prevention against SEA/SH;
- Codes of Conduct.

6.2.3 Documentation and Reporting

During the maintenance phase, regular monitoring results must be documented in order to track and analyze the frequency of potential impacts and accidents that might occur. The project supervision engineer is responsible for the reporting and establishing a comprehensive database for all monitoring activities. The report must include key indicators such as:

- Type of the activity monitored;
- Date of monitoring and weather conditions;
- Photographic documentation;
- Name of the person that is conducting the monitoring;
- Method of monitoring (sampling, visual inspection, etc.);
- Number and type of samples;
- Results of the monitoring (concentrations, accidents, frequency, etc.);
- Number of internal and external grievances as per the log;
- Code of conduct trainings and number of signed forms, attendance sheets to GBV trainings, worker's age, GRM log, etc...
- Dates of trainings;
- Mitigation measures undertaken;
- Title and dates of training programs.

After documenting, the supervision engineer must submit the reports to the CDR and the WB on a monthly and quarterly basis. In addition, any incident should be recorded using an Incident Record and the details shall be entered into a register (health and safety reporting, accident reporting procedure, case of serious misconduct). There should be immediate reporting of severe incidents (such as fatal accidents).

7. CONSULTATION, DISCLOSURE AND GRM

7.1 Public Consultation

The purpose of conducting public consultation is to inform the stakeholders and the local NGOs about the proposed project and the routine maintenance activities that will be executed in Marjayoun Caza and to take into account their concerns and feedback. Due to the Covid-19 situation in Lebanon at the moment and high level of community transmission, public consultation was held virtually on Tuesday, 8 February 2022 using Zoom Application. An announcement was prepared for this purpose and can be found along with a sample of the invitation in Annex 8.

It is worth mentioning here that all relevant municipalities will be informed upfront before the commencement of works about the Project since public consultation was conducted back in February 2022. In addition, a public notice will be posted at each relevant municipality including the GRM procedure. This will disseminate the Project and ensure that its activities are implemented in a transparent manner.

In addition to the unions and municipalities, local and international NGOs were invited to the public hearing. Invitations were sent by the consultant to the concerned municipalities, union of municipalities and NGOs. A sample of the invitation can be found in Annex 8. Annex 8 also include the names of the invited NGOs and their field of activity. Those NGOs may serve as advocates to reduce projects' social and environmental risks and promote good practice. However, the international and local NGOs listed in the Annex were invited but did not attend the consultation.

During the session, participants were asked to write their names along with their organization and/or position in the Chat on Zoom Application. Annex 8 presents the list of attendees of the session. A total of 9 participants attended the session of which 2 were women.

The public hearing opened with a word from ACE representative who introduced the overall project and its objectives and relevant organizations including CDR and the World Bank. The Consultant presented a description on the maintenance activities, purpose of the hearing, a summary of the ESMP process, and a list of potential environmental and social issues associated with implementation of maintenance activities. Participants were also informed that a GRM procedure has been developed for the project and were given contact information of the Project Consultant in order to inquire about it as well as the GRM channels. The floor was then opened for discussion and questions. The presentation made to the public hearing participants can be found in Annex 8.

The proceedings which describe in detail the raised concerns and complaints by the participants and how all have been addressed are presented in the following paragraph.

- Ms. Sarah Dirani, the Head of the Municipalities department at Marjaayoun kaymakamiya, asked if communication and coordination will take place with all the municipalities of Marjaayoun District as other municipalities were unable to attend the hearing. ACE representative ensure that this project will cover these municipalities and that the CDR will stay in close coordination with them.
- Mr Elias Sleiman, the Head of the Municipality of Bourj El Moulouk, was asking if the maintenance works could be substituted with only asphaltting the roads. He added that the roads are now formed of many layers of asphalt that were placed over years improperly so that the road level has surpassed the houses' entrances and rain water in winter is drained to these houses. The municipality was obliged to build a small wall to prevent water drainage.

Moreover, frequent deadly car accidents have occurred on these roads. ACE representative stated that this project will only cover maintenance works and he suggested Mr Sleiman to send a letter to CDR in order to draw attention about these issues so that they can take it into consideration. Mr Sleiman asked how this letter could be sent and ACE representative provided him with all the details.

- Mr Sleiman wanted to know who is the responsible entity that will assess the damages and the required works on the roads. ACE representative claimed that ACE who is the environmental and engineering consulting firm have already visited the District and that other visits will take place too.
- Ms. Sarah thank the team under the name of Mr Wissam Hayek, the Kamakam. She added that they are welcoming and encouraging any project or activity that will serve local communities.

7.2 Grievance Redress Mechanism (GRM)

The purpose of a grievance mechanism is to ensure that all feedback and complaints received from stakeholders, customers, employees, contractor staff and the public in general are documented, considered and addressed in an acceptable and timely manner. It is important to note that this mechanism will be shared with the participants and two mechanisms are used for filing a grievance, one for the surrounding communities and one for the workers. Moreover, GRM will be disseminated to the affected municipalities prior to roads routine maintenance works. The GRM will also be responsible for tracking and resolving worker grievances and maintain records about grievances/complaints received, recommendations and resolutions made and notice of resolution of grievance to the complainant. In addition, the GM will be sensitive to complaints related to SEA/SH grievances and ensure implementation of the necessary referral pathways. Anonymous grievances will be addressed in both levels and the maximum anticipated time needed to close a GRM case. The online GRM form that is designed for the REP at the CDR level can be used in the meantime.

7.2.1 GRM for Communities

The GRM will be accessible to all relevant stakeholders who can use this mechanism to send their suggestions, concerns and complaints related to the project. The complaints, suggestions and concerns can be sent by email, mail, phone (through a hotline), in person and other means such as a grievance compliant logging sheet where grievances are registered in writing and maintained as a database. The phone number, e-mail address, and address for receiving complaints will be disclosed among the population and will be posted at the maintenance sites in Marjayoun Caza, before commencement of project implementation. Moreover, the information on how to access the GRM should be available through billboards, CDR website, etc..

The GRM levels of the project are the following (see Figure 8-1):

- Level 1: If any person has any complaint or concern regarding the project implementation, he/she can lodge an oral or written grievance to the site engineer. In case an oral complaint is made, it should be written by the Contractor Social expert. The issue must be resolved within a maximum duration of one week.
- Level 2: If the person is not satisfied with the action of the Contractor, he/ she can send the complaint to the PIU social specialist through Phone: 01980096 ext:317, Email: GRM.REP@cdr.gov.lb or official letter registered at the CDR. The issue shall be resolved within a maximum of two weeks

- Level 3: If the person is not satisfied with the decision of the social specialist of PIU, he or she can bring the complaint to the attention of the PIU Director's Office. Once the PIU Director receives the complaint, it needs to be resolved within a maximum of two weeks.

All complaints will be individually followed up on and documented accordingly in a GRM log. The designated person at each level should report to the PIU on the number and subject of new complaints received, and the status of the already existing complaints, if any (i.e. the Contractor social expert will report to the Supervising Consultant expert who will report monthly to the PIU (CDR) who will, in turn, submit the consultants' monthly reports to the WB). The Complaints Register form and GRM log are included in Annex 9.

The GRM does not exclude the formal legal process of the national law. If a grievance remains unresolved following application of the project GRM process, the affected person can initiate legal proceedings in accordance with national law and may have recourse to the Appeals Court as warranted.

Finally, an online form has been designed using the IMPACT platform to allow citizens to share their feedback. For each worksite in Marjayoun, a link to the form will be shared with the local communities via location-based SMS, email and social media. At each worksite, a QR code will also be added on the project sign board (which already includes the project GRM) to automatically direct participants to the online form.

7.2.2 GRM for Workers

A GRM for internal employees, namely the laborers onsite are also necessary. It aims to allow labors to report any wrongdoings in their favor or important concerns they might have. This internal GRM is similar in nature to the one previously discussed (in terms of accessibility, reporting means, etc...). The only main difference is the contact people for each level. In this context, the first level involves reporting to the health and safety officer and has a duration of one week. The second level involves reporting to the PMU Director and should be resolved within one weeks. It also follows the Complaints Register form (refer to Annex 9).

8. BIBLIOGRAPHY

Abdallah, C., Afif, C., El Masri, N., Öztürk, F., Keleş, M., & Sartelet, K. (2018). A first annual assessment of air quality modeling over Lebanon using Weather Research and Forecast/Polyphemus. *Atmospheric Pollution Research*, 9(4), 643-654.

Bou Dagher-Kharrat M. *et al.* (2018). Setting conservation priorities for Lebanese flora—Identification of important plant areas. *Journal for Nature Conservation*.

BirdLife International (2022) Important Bird Areas factsheet: Hima Ebel es-Saqi. Available at <http://datazone.birdlife.org/site/factsheet/hima-ebel-es-saqi-iba-lebanon> Accessed on 12/02/2022

CDR. (2005). Quick Social Search. Nabatiyeh, Sour, Bent Jbeil, Marjayoun Cazas. Available at http://www.cdr.gov.lb/study/CDP_RSA/Sour.pdf Accessed on 20/1/2020.

CAS. (2020). Labour Force and Household Living Conditions Survey 2018-2019 in Marjayoun. Central Administration of Statistics. Lebanon. Available at http://www.cas.gov.lb/images/Publications/Labour_Force_District_Statistics/MARJAAYOUN%20FINAL.PDF Accessed on 12/02/2022.

CAS. (2020). Labour Force and Household Living Conditions Survey (LFHLCS), 2018-2020, Lebanon. Central Administration of Statistics. Lebanon

CERD. (2016). Schools in Marjayoun Caza. Center for Educational Research and Development Website (<https://www.crdp.org/?la=en> accessed on 20/02/2020)

Council of Development and Reconstruction (CDR). (2018). Roads and Employment Project (REP). ENVIRONMENTAL AND SOCIAL MANAGEMENT FRAMEWORK (ESMF).

Council of Development and Reconstruction (CDR). (2018). Progress Report.

IDAL (2018). Invest Opportunities in Nabatiyeh. Baseline Analysis.

Localiban. (2021). Nabatiyeh Governorate: Marjayoun Caza. Localiban Website. Available at <http://www.localiban.org/caza-de-marjaayoun> Accessed on 12/02/2022.

Localiban. (2015). Marjaayoun District. Available at <http://www.localiban.org/marjaayoun-5570>. Accessed on 12/02/2022.

Meteoblue Website. Simulated historical climate & weather data for Râchaïya el Ouadi, 2022. [Online]. Available: https://www.meteoblue.com/en/weather/historyclimate/climatemodelled/marjajo%c3%bbn_l_ebanon_271226 Accessed on 12/02/2022

MoE. (2014). State of Lebanon's Birds 2014. Bird Life International.

OCHA. (2016). Lebanon, South and El Nabatieh Governorates Profile. The United Nations Office for the Coordination of Humanitarian Affairs. Available at https://reliefweb.int/sites/reliefweb.int/files/resources/30052016_South%20and%20El%20Nabatieh%20profile.pdf. Accessed on 12/02/2022

Pbvliban website. (2022). Marjeyoun Caza. *Les plus beaux villages du Liban*. Available at <http://www.pbvliban.org/village/marjeyoun/> Accessed on 12/02/2022

ReliefWeb Website (2020). Syria Refugee Response: Informal Tented Settlements (ITS) - 15 March 2014. <https://reliefweb.int/map/lebanon/syria-refugee-response-informal-tented-settlements-its-15-march-2014> Accessed on 12/02/2022

SPNL Website. (2022). Hima. Society for the Protection of Nature in Lebanon. Available at <https://www.spnl.org/hima/> Accessed on 12/02/2022

Topographic-map Website. Marjayoun District, 2022. [Online]. Available: <https://en-us.topographic-map.com/maps/q0uo/Marjayoun-District/>. [Accessed 12 02 2022]

UNDP/CEDRO. (2012). The National Bioenergy Strategy for Lebanon. United Nations Development Programme. Available at <https://www.undp.org/content/dam/lebanon/docs/Energy%20and%20Environment/Publications/The-National-Bioenergy-Strategy-report.pdf>. Accessed on 14/02/2022.

UNDP. (2006). Lebanon Rapid Environmental Assessment for Greening Recovery, Reconstruction And Reform. Available at <http://www.undp.org.lb/events/docs/DraftReport.pdf> Accessed on 12/02/2022

UNHCR. (2021). Registration - Lebanon - Map of Registered Syrian Refugees by District in Lebanon - 31/10/2021 Available at <https://data2.unhcr.org/en/documents/details/88414> Accessed on 11/02/2022.

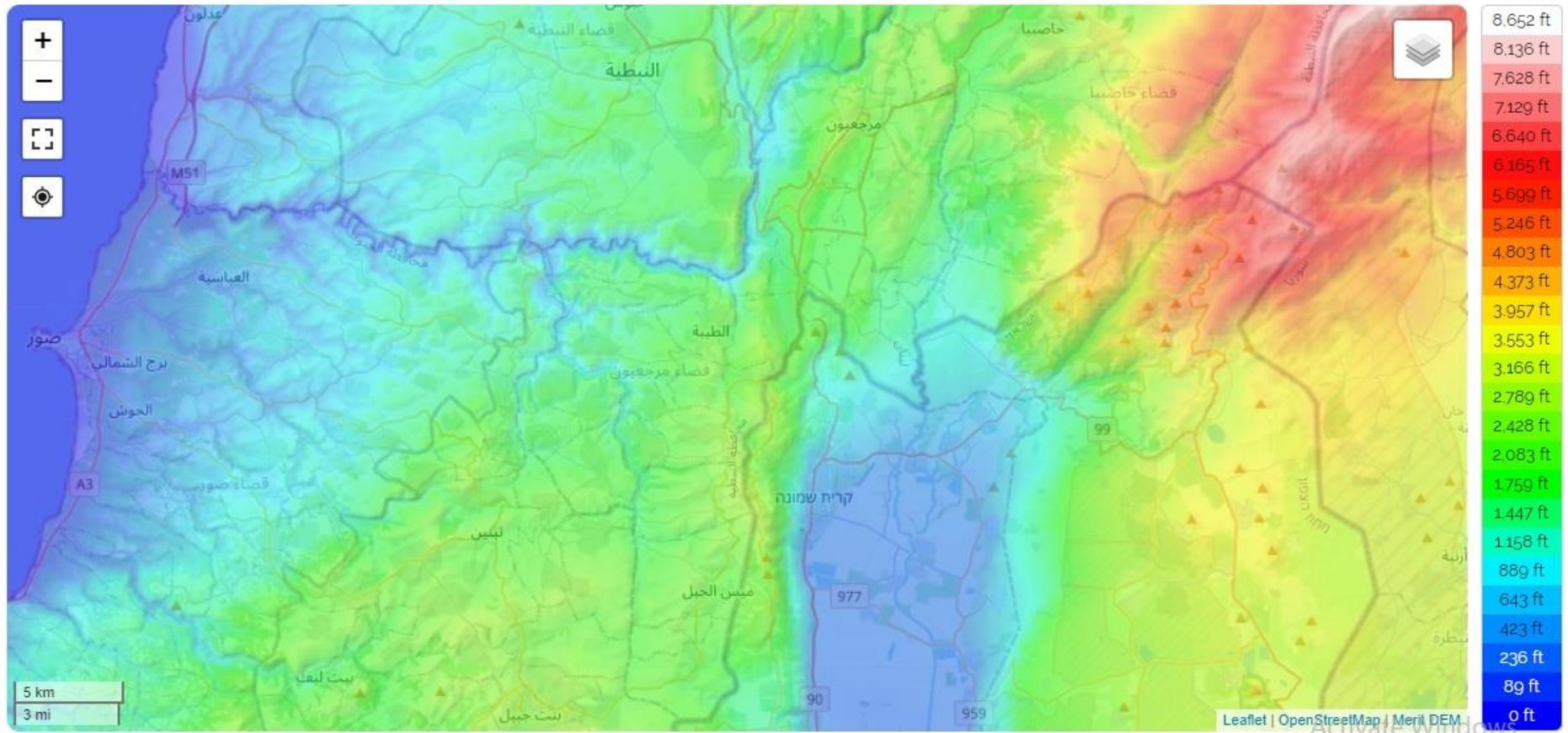
World Bank (WB). (2017). Roads and Employment Project Retrieved from: <http://data.worldbank.org/country/lebanon>.

World Bank Group-International Finance Corporation. (2007). Environmental, Health, and Safety (EHS) Guidelines. GENERAL EHS GUIDELINES: ENVIRONMENTAL WASTEWATER AND AMBIENT WATER QUALITY.

WHO. (2005). Air Quality Guidelines Global Update. PM 24-hour value is the 99th percentile. World Health Organization.

World Food Programme (WFP). (2016). Lebanon Road Network.

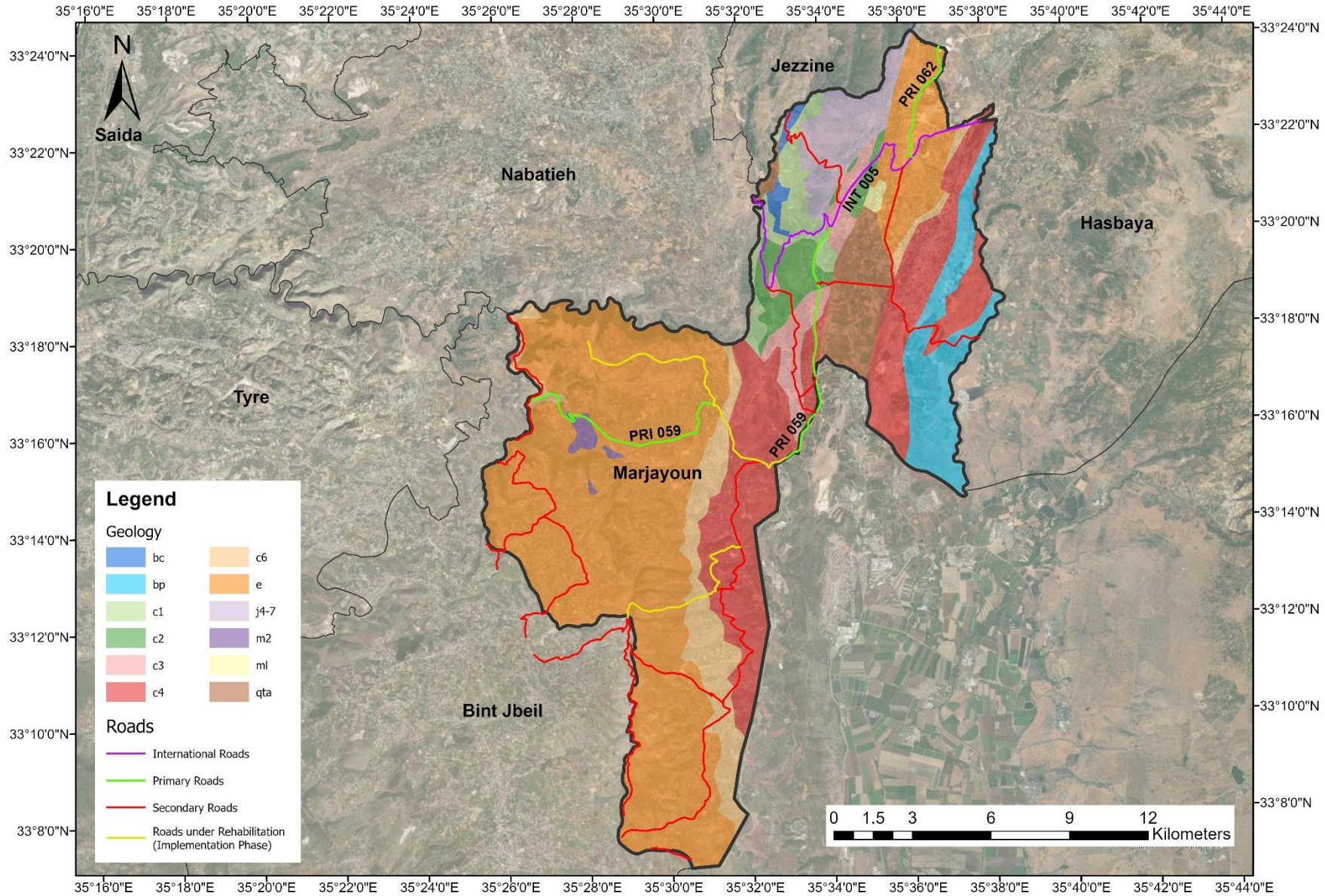
ANNEX 1: TOPOGRAPHIC MAP OF MARJAYOUN CAZA



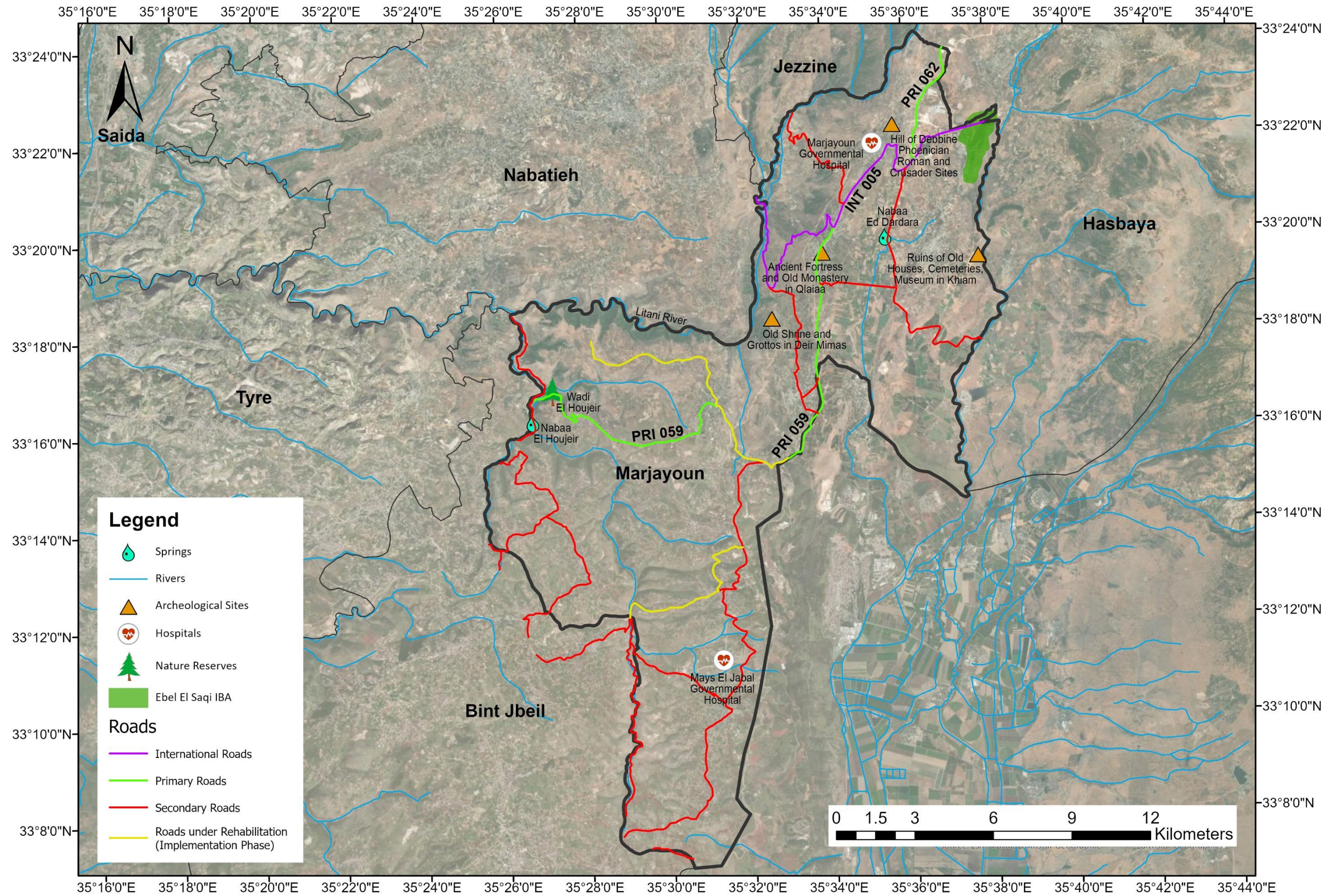
Marjayoun District, Nabatieh Governorate, 1701, Lebanon (33.25906 35.49571)

Source: Topographic-Map Website, 2022

ANNEX 2: GEOLOGY MAP OF MARJAYOUN CAZA

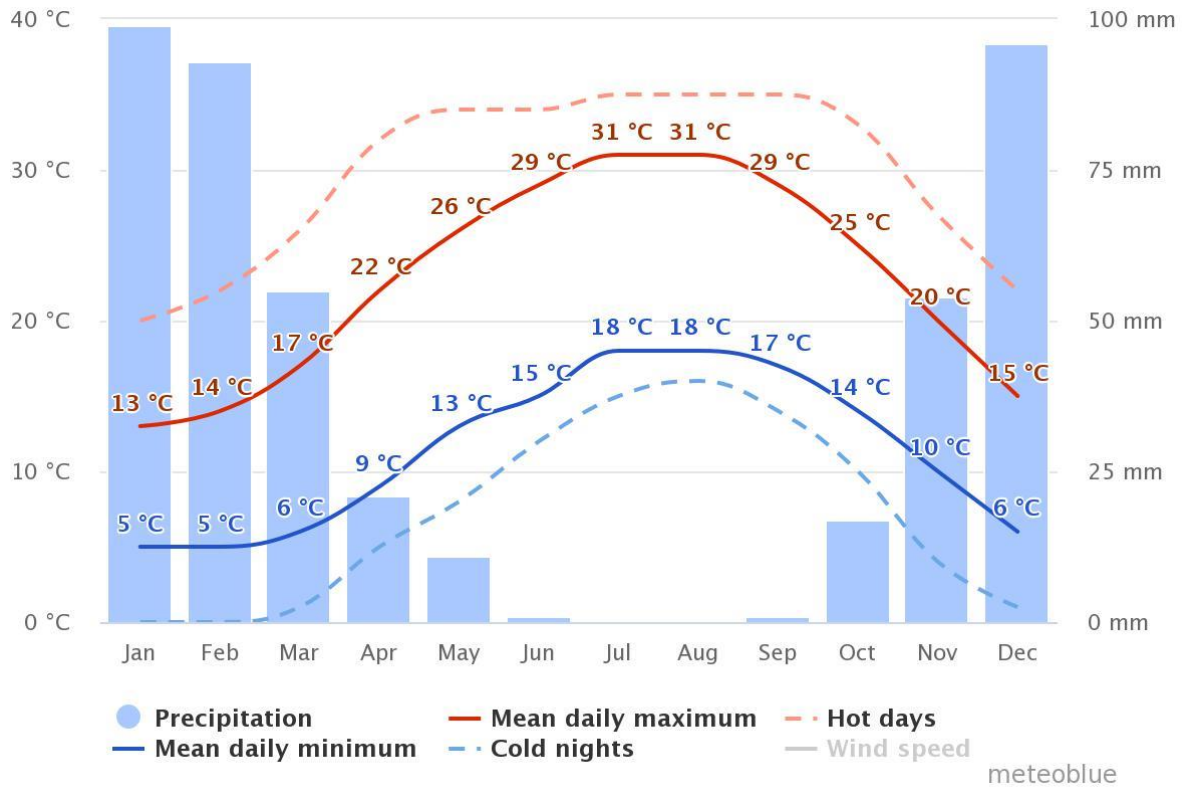


ANNEX 3: SENSITIVE AREAS MAP



ANNEX 4: CLIMATE DATA

Figure 1: Climograph of Marjayoun in Marjayoun Caza (for the last 30 years)



Source: https://www.meteoblue.com/en/weather/historyclimate/climatemodelled/marjajo%c3%bbn_lebanon_271226

Figure 2: Wind Rose for Marjayoun in Marjayoun Caza (for the last 30 years)

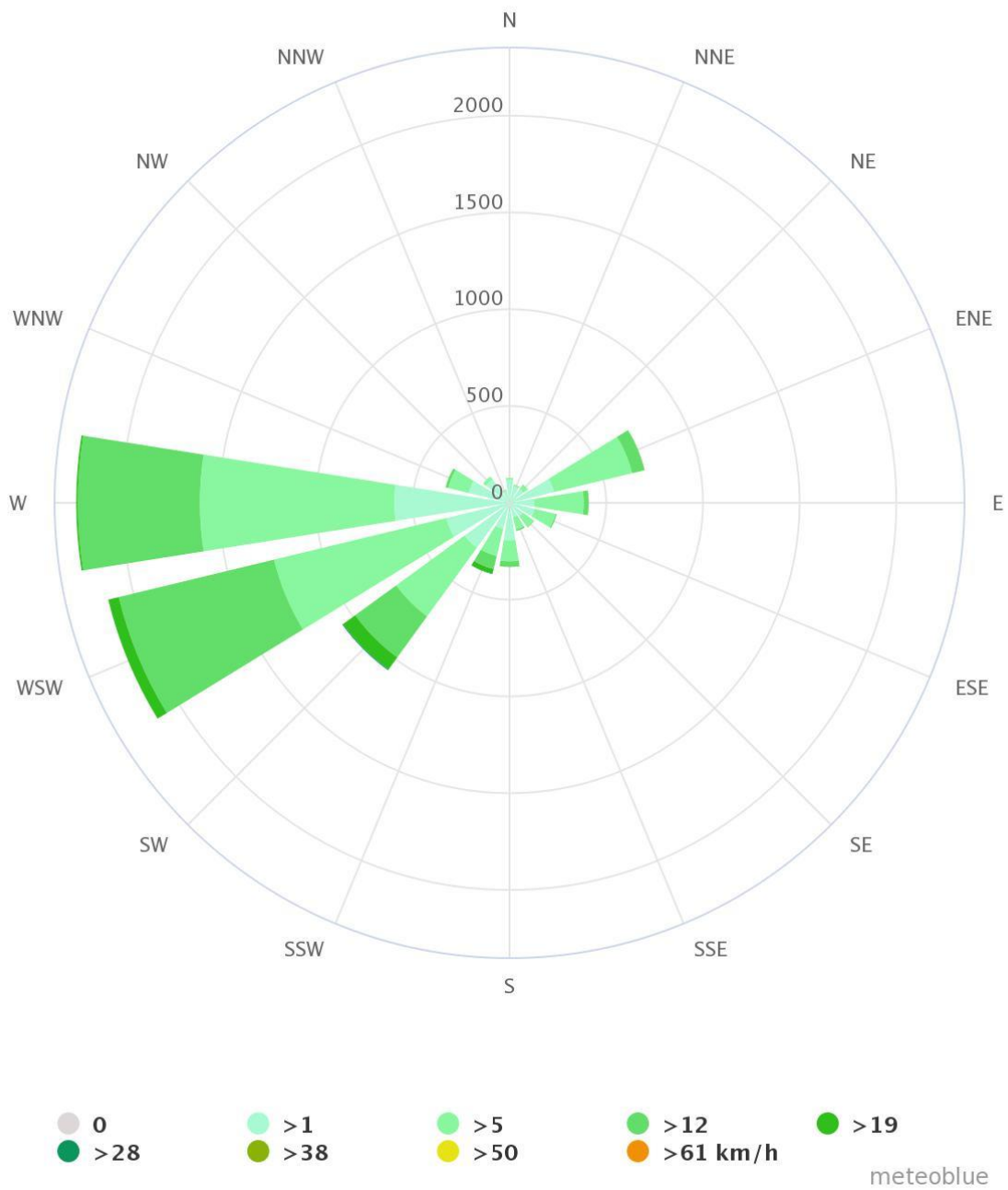
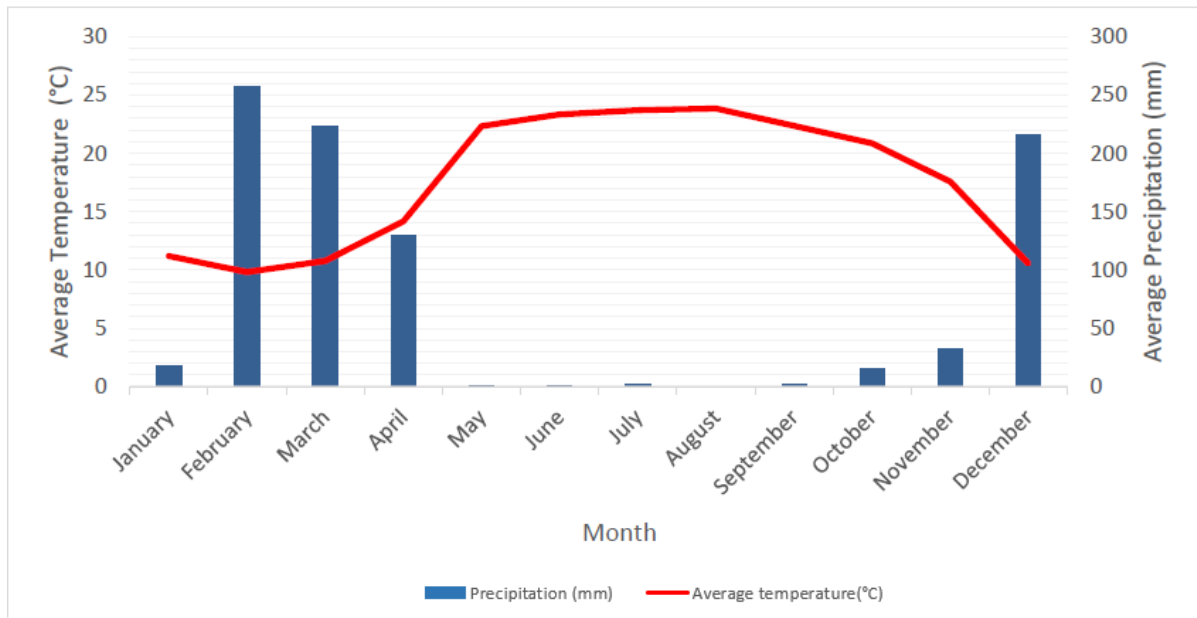


Figure 3: Climograph of El Khyem at 695 m from LARI Station for the Year 2019



Source: LARI, 2019

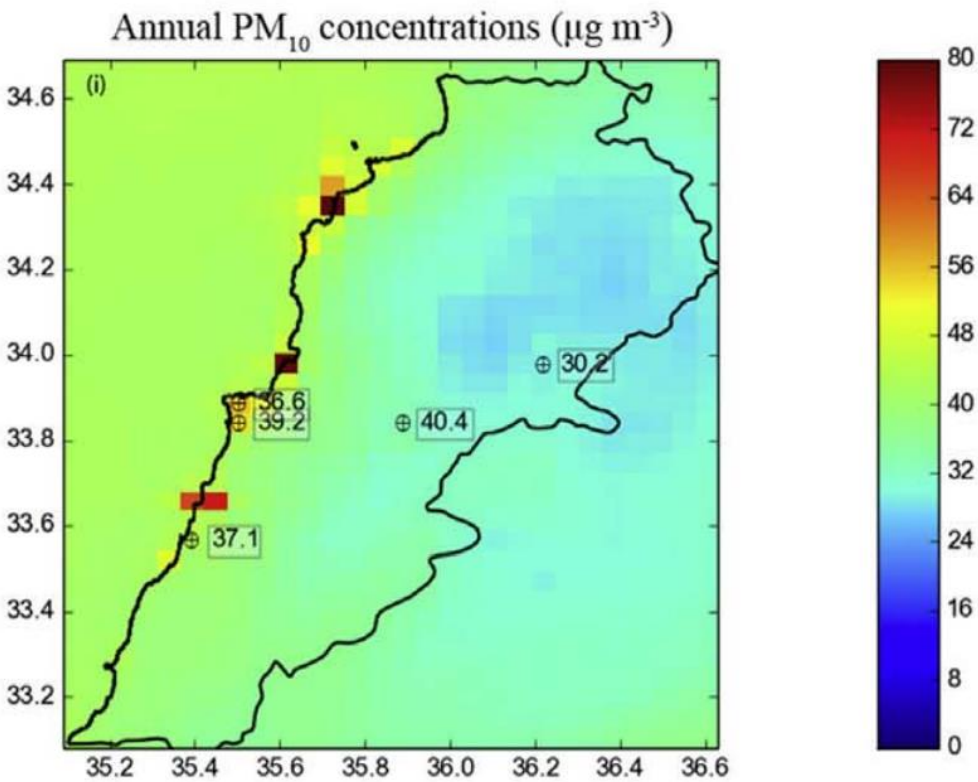
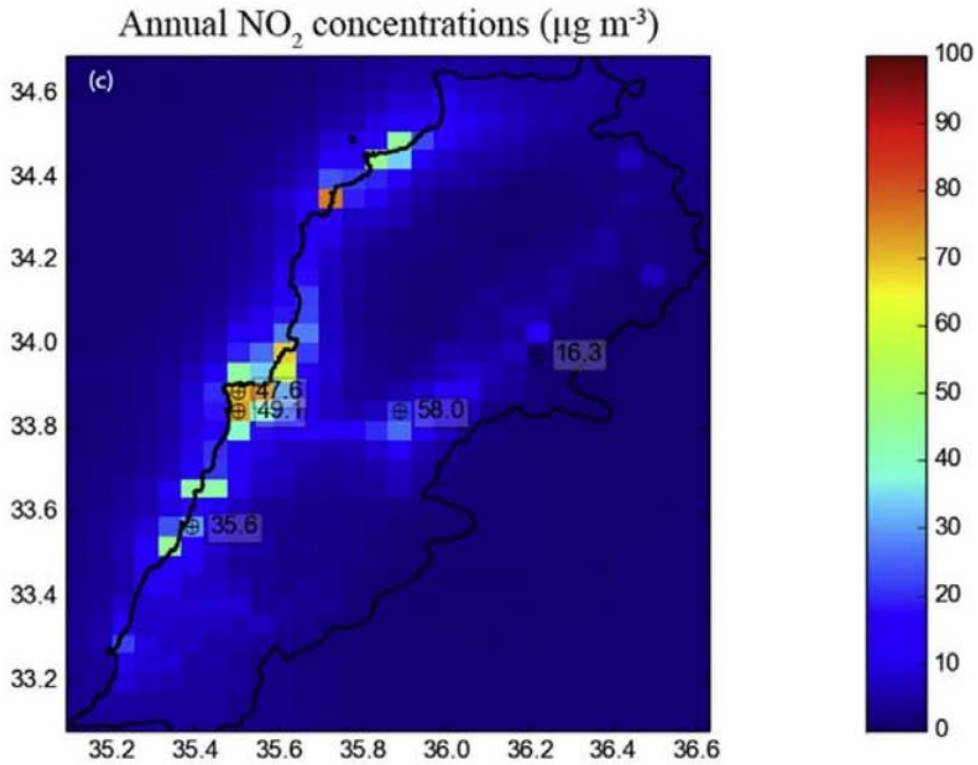
Table 1: Monthly and Yearly Averages of Wind Speed (m/s) and Direction (degrees) registered by El Khyem's LARI Station in 2018.

| Month | Jan | Feb | Mar | Ap | May | June | July | Aug | Sep | Oct | Nov | Dec | Average per year 2018 |
|--|--------|--------|--------|--------|--------|--------|-------|-------|--------|-------|--------|--------|-----------------------|
| Monthly Average Wind Speed (m/s) | 2.62 | 2.59 | 2.15 | 2.54 | 2.58 | 3.02 | 3.03 | 2.7 | 2.6 | 2.35 | 1.93 | 1.84 | 2.49 |
| Monthly Average Wind Direction (Degrees) | 174.91 | 180.06 | 199.21 | 220.78 | 246.25 | 262.95 | 265.9 | 270.2 | 268.78 | 239.2 | 199.57 | 150.53 | 223.195 |

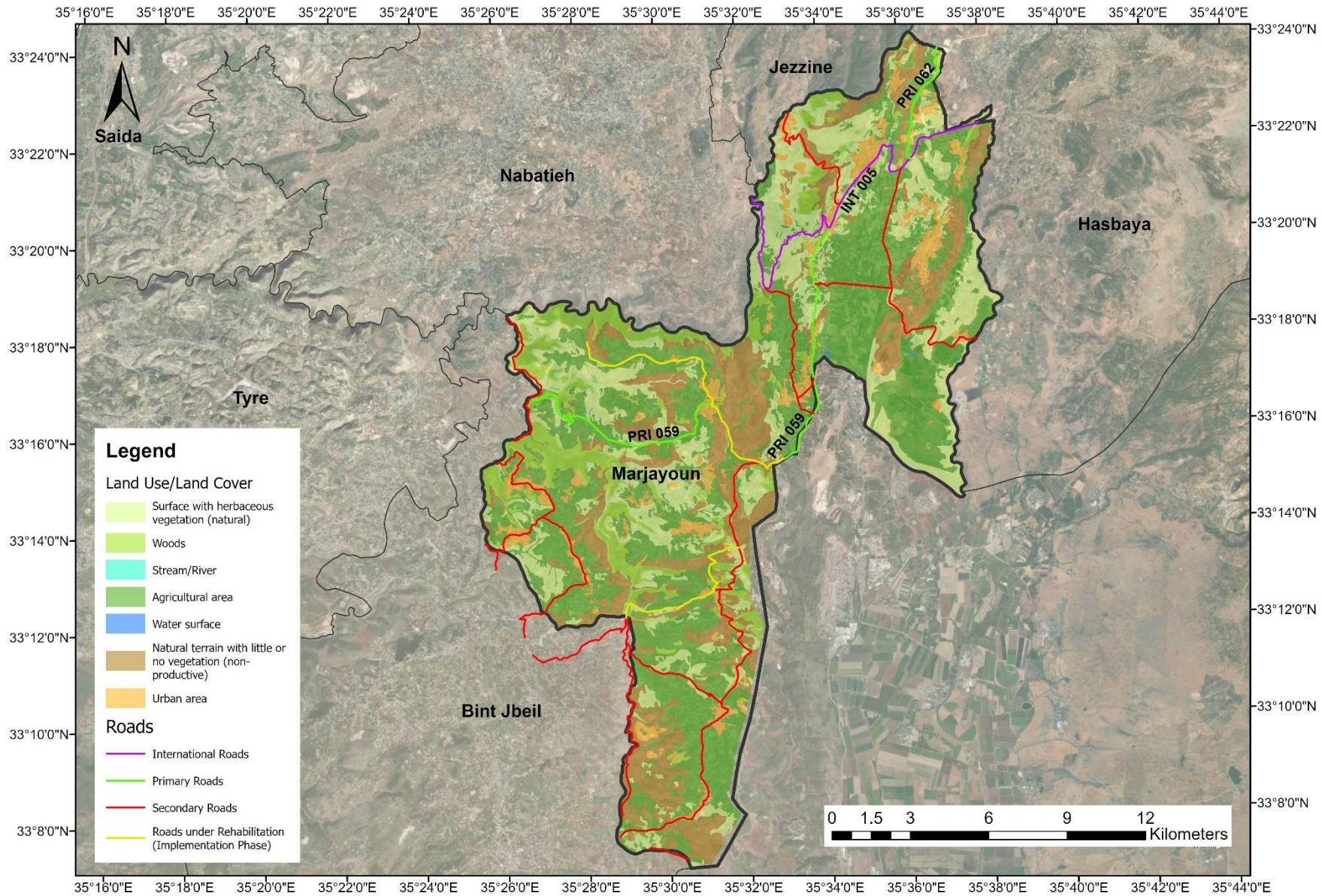
Source: Data provided by LARI on January 21, 2020

ANNEX 5: AIR QUALITY DATA

The mean modelled annual concentrations maps for NO₂ and PM₁₀



ANNEX 6: LAND USE/LAND COVER MAP OF MARJAYOUN CAZA



ANNEX 7: PLANS AND PROCEDURES DURING MAINTENANCE ACTIVITIES

Pollution Prevention Plan

The Contractor shall prepare and abide by a Pollution Prevention Plan to ensure that pollution to air, water or land is prevented or, where this is not possible, reduced and mitigated as far as practicable during the construction phase. The Pollution Prevention Plan will be developed for managing:

- liquid effluents
- air emissions
- noise and vibration
- fuel, oil, and chemical storage and handling
- hazardous, non-hazardous, and household waste handling, storage and final disposal
- vehicle and equipment selection and maintenance

Effluent Management Provisions

- No effluent shall be discharged under any condition neither into water courses or bodies including surface water bodies nor to ground surface or infiltrated into subsoils
- Install mobile porta-cabins and connect the generated wastewater from workers to the existing sewage network or to polyethylene tank
- Empty the tank in the sewer network or into nearby operational wastewater treatment plants either by municipality-owned or contracted wastewater tankers

Rainwater run-off Management Provisions

- Install temporary structures to prevent runoff from reaching nearby water bodies
- Remove base coarse and sand from active maintenance sites to prevent the transfer of suspended solids in rainwater
- All platforms where generators or hydrocarbon storage tanks are installed have an impervious layer
- Restrict excavation activities during periods of intense rainfall

Atmospheric Emissions and Dust Management Provisions

- Exercise care to minimize emissions of dust from its activities, including traffic, at work sites, in residential areas and on access roads.
- Stop dust generating activities during windy weather especially in residential areas
- Where it is deemed that dust is impacting or may have an impact on human, plant or animal receptors or where dust may cause sedimentation of watercourses/water bodies or unacceptable levels of soil loss, water shall be applied to the area creating the dust
- Control vehicle speeds to reduce traffic-induced dust dispersion and resuspension by setting and enforcing speed limits
- Post speed limit signs in sensitive areas
- Ensuring trucks hauling sand, dirt or other loose materials are covered (sheeting trucks)
- Cover dusty stockpiles
- Suspending topsoil stripping and replacement during strong winds
- Using a dust collection system for bulk materials unloading
- Ensure proper handling and storage of materials thus minimising the areas of stockpiled materials

- When storage, transport and handling of bulk materials is made in the open air and exposed to the wind, necessary dust abatement measures shall be implemented
- Regular maintenance of construction machinery, equipment and vehicles

Spill Prevention and Management

- Spill clean-up procedure to reduce the risks of accidental leakages
- Carry out all re-fuelling in designated areas with impervious surfaces and guarantee no fuel spills
- A spill collection tank must be installed under generators and specific equipment
- All chemicals shall be stored in dedicated areas on a paved or sealed floor and in tightly closed containers and be protected from adverse weather conditions
- Used oil or chemical must be stored in an appropriate area until it is collected and disposed in licensed sites
- Use of secondary containment basins for long term storage of lubricants and fuels
- Ensure that the plan is present at the construction site and that oil spill response kits are available
- Ensure proper housekeeping conditions are maintained at the oil/chemical storage areas
- Train all workers to implement this plan in case of accidental spillage

Waste Management Plan

This plan shall be developed and implemented by the Contractor to manage the generated waste effectively. The plan shall include the following components:

- Establish and maintain a waste register which is at the disposal of the Engineer. This register will record all waste management operations: production, collection, transport and disposal.. Waste shall be categorized according to the following definitions:
 - Non-hazardous solid waste generated at maintenance sites and offices includes excess fill materials from grading and excavation activities, scrap wood and metals, and small concrete spills. Other non-hazardous solid wastes include office and kitchen wastes.
 - Hazardous solid waste includes contaminated soils, oily rags, used oil filters, used oil, as well as spill cleanup materials from oil and fuel spills
- Waste shall be collected from each maintenance sites and from offices at the same rate that it is produced
- All the waste materials generated at work sites and offices shall be segregated into domestic (organic/ paper and cardboard/ metals, glass and plastics) and hazardous waste and disposed into the color-coded containers (one for the disposal of organic waste, one for paper and cardboard and one for aluminium, glass and plastics)
- The domestic waste containers shall be emptied 2 to 3 times per week by the municipality to maintain maintenance sites sanitation
- Segregated recyclables shall be sent to recycling facilities in the area where possible
- Reuse of excavation materials generated during cutting and filling activities whenever possible and disposal of remaining material in controlled disposal site to be identified by the contractor in coordination with the relevant municipality
- Approval letters shall be obtained from the concerned municipalities for domestic and construction waste disposal
- Reuse or recycle the generated waste whenever possible
- Train workers on waste reduction procedures
- Provide workers with nearby sanitation facilities and inform them about their location

- The work zone shall be cleaned on a daily basis. Construction leftovers that are external to the working zone shall be removed regularly. Site housekeeping must be maintained

Hazardous Materials Management Plan

A Hazardous Materials Management Plan will be developed for hazardous materials that pose a potential risk to human health or the environment and include cleaning chemicals, solvents and fuels. The plan shall include the following:

- Fuel and hazardous chemicals/materials shall be stored in designated areas, except for quantities generated or required for the daily construction activities.
- All fuel and hazardous chemical storage facilities shall be located on flat or gently sloping ground and shall be contained within a bund designed to contain at least 110% of the total capacity of the storage containers plus 10% of the aggregate tank volume within the containment area or as otherwise specified by regulatory requirements. The bund walls and floor shall be constructed of concrete or other suitably impermeable material. The filling connection must be within the bund. No drain valves or other connections through the bund walls shall be permitted. Tanks shall be fitted with a gauge to allow the fill level to be monitored during refilling and preferably with a high-level alarm.
- Hydrocarbons, lubricants, paints, solvents and batteries are transported in drums to suitable waste management facilities, if available

Emergency Preparedness and Response Plan

An Emergency Preparedness and Response Plan (EPRP) will be developed so that the Contractor is prepared to respond to accidental and emergency situations in a manner that prevents and mitigates harm to people and the environment. The EPRP needs to be discussed and disclosed to service providers and local affected communities prior to construction. The EPRP shall cover the following emergency situations as a minimum/;

- Medical emergency
- Fire or explosion;
- Hazardous Material Spill or Release;

The EPRP will identify

- Accidents and emergency situations and the communities and individuals that may potentially be impacted
- Response procedures, provision of equipment and resources, designation of responsibilities, communication systems and channels and periodic response training

The Project will need to ensure that the Contractor shall

- Maintain fit-for-purpose Emergency Response Capability, which shall be clearly documented
- Make contingency arrangements for calling a Doctor and transporting injured persons to hospital. The telephone numbers of the emergency services and the name, address and telephone number of the Doctor and the nearest hospital shall be prominently displayed in the Contractor's office.
- Ensure that all personnel are informed and aware of how to react in an emergency situation, and responsibilities are defined. Information and awareness training shall be documented, and available on all Project Areas
- Organize and document emergency simulation exercises within 3 months of the physical start of the works, and subsequently once every 12 months

Traffic Management Plan

A Traffic Management Plan (TMP) will need to be developed by the main contractor. The TMP shall be a starting point for further discussion between the main contractor, local authorities and road agencies. The plan will include preventative measures to manage the risks from potential increases in traffic from construction activities including transportation of material and workers to and from the maintenance activity sites. In addition, it will include measures to protect workers and manage the risks from civilian traffic within close proximity to maintenance activities especially within residential areas. The TMP will be refined and updated as access routes are confirmed and the timing and type of abnormal loads become known.

The TMP shall include the following:

- Proposed program of works;
- Details of key stakeholders;
- Details regarding the proposed method of construction;
- Proposed Temporary Traffic Control/ Management Plans (TTCP/ TMP)
- Various traffic diversion plan layouts for various type of activities;
- Diversion signs;
- Regulatory signs;
- Informative signs;
- Analysis of impacted roads;
- Risk Assessment;
- Proposed working hours; and
- Protection of Work Zones and road users including pedestrians

The TMP shall be approved by the Consultant prior the execution of work.

A special TMP shall be prepared regarding works on Highways.

Noting that Works on Highways shall be minimized during Peak- Hours and maximized during off-peak hours, 7 days a week.

Public Health and Safety Plan

An effective Public Health and Safety Plan for construction shall include at least the following components:

- Secure the site and restrict access to it
- Prohibit unattended/unauthorized public access
- No children are allowed to be present on the work site, reminding workers and community members of this in all related communications
- Install barriers with warning lights at night around excavations, material dumps or other obstructions at the maintenance sites
- Install warning signs for drilling and maintenance at the external part of the site and at a distance of 100 meters
- Inform residents and place proper safety and diversion signs at sensitive areas within the project area (i.e. near schools, shops hospitals and agriculture areas)
- Install pedestrian and vehicular passages near residential areas
- Accidental oil spillage shall be well controlled
- Make sure at least three sets of first aid kits are present on the construction site.

- Access to hospitals should not be impeded at any time
- Properly manage trucks and heavy machinery entering and exiting the construction site.
- Training of heavy machinery drivers about road safety
- Equip Project drivers with telephones for contacting the emergency services to enact the EPRP if necessary in case of emergency.
- Keep stakeholders informed of maintenance schedule and abide by assigned timing
- Manage the grievance mechanism through which community members can make complaints about project activities
- The community health and safety plan shall cross reference with other relevant management plans such as the TMP and EPRP. Local health care and emergency services shall be consulted in the development of the plan.

Occupational Health and Safety (OHS) Plan

In addition, the Contractor shall ensure the workers' health and safety against possible accidents and injuries from the various maintenance activities. The plan shall include the following:

- Hazard Identification and assessment including (Physical injuries from: Traffic accidents, Falling from moving vehicles, Loss of stability and overturning of equipment, Falling from height, Hit by construction materials, Slips, trips and falls, Electrical incidents, Burns from hot works, Health problems due to: Fumes and dust, Noise and vibration, Excessive manual handling, Disease outbreaks, Asphyxiation in confined spaces and Fire)
- OHS protection measures for the identified hazards
- OHS protection measures for Unexploded Explosive Ordnance
- Prevention and precaution measures for COVID-19
- Identify the mandatory personal protective equipment (PPE) to be used including hard hats, safety boots, reflective vest as well as specific PPEs
- Identify and manage dangerous substances planned to be used on the project area
- Work Permit System for Confined Space Entry, Hot Works, Excavation, Lifting, Working at Height, Handling of Hazardous Materials, and Electrical works
- Safe Work Method Statements
- Hazard communication
- Emergency and Evacuation procedures
- Accident and incident reporting and investigation

The Contractor shall implement mitigation measures as per the Occupational Health and Safety Plan. Measures include but not limited to:

- Personnel and visitors to maintenance activity areas shall be equipped with a safety helmet, safety shoes and a reflective jacket as a minimum.
- Adequate quantities of PPE shall be available on the project areas and stored properly
- Personnel shall be trained on how to use and care for PPE
- Conduct training and awareness meetings including correct use of PPE, health and safety procedures, and handling hazardous material containers and related wastes
- Ensure refreshing training session on occupational health and safety measures is conducted on a monthly basis
- Ensure that supervision, directly in charge of construction activities, fully brief and discuss with Personnel HS Tool Box Talks at the start of each work day and prior to commencing new activities. These talks shall be conducted in a language understood by the workforce. A checklist shall be utilised for this purpose. At a minimum it shall include the following: Nature

of the job, associated hazards, safe working methods to be adopted and requirements of the Permit to Work

- Ensure a minimum of first-aid provisions on any work site, including: suitably stocked first-aid kits; a person, respectively an adequate number of staff appointed and trained to take charge of first-aid arrangements and ensure that staff and workers are informed about first-aid arrangements
- Equip the project area with a communication system exclusively for the purposes of communication with the first aid services. Information on how to communicate with the first aid services shall be clearly indicated near the communications equipment
- Collaborate with local health authorities and make arrangement with an appropriate number of local doctors, and/or nurses, hospitals and ambulance services to ensure that medical staff, first aid facilities, and ambulance service are available within the project area
- Measures as per national guidelines published by WHO and Ministry of Public Health regarding COVID-19 prevention and quarantine procedures
- Workplace inspections

Chance Finds Procedure

The chance find procedure is a project-specific procedure that identify actions necessary if previously unknown heritage resources, particularly archaeological resources, are unexpectedly encountered during project construction phase. A Chance Find Procedure will set out how chance finds associated with the project will be managed and will include the following requirements:

- Notify relevant authorities (Directorate of General of Antiquities) of found objects or sites
- Fence the area of finds or sites to avoid further disturbance
- Conduct an assessment of found objects or sites by cultural heritage experts in order to identify and implement actions consistent with the requirements of ESS8 and national legislation
- Train project personnel and project workers on chance find procedures

ANNEX 8: PUBLIC CONSULTATION

Announcement

إعلان






ضمن إطار مشروع الطرق والعمالة الممول من قبل البنك الدولي، كلف مجلس الإنماء والإعمار المكتب الهندسي الاستشاري (ACE) للقيام بإعداد ملفات تلزم "للصيانة الروتينية" للطرق الرئيسية التي تقع ضمن نطاق قضاء مرجعيون.

إن المشروع سيشمل أنشطة الصيانة الروتينية لمدة سنتين (٢) للطرق الرئيسية المؤهلة للصيانة داخل قضاء مرجعيون بعد تقييم وضعها الحالي وإدراجها ضمن الطرق المؤهلة لنشاط الصيانة الروتينية.

ووفقاً لمعايير البنك الدولي، إن المكتب الهندسي الاستشاري يقوم بإعداد خطة إدارة بيئية واجتماعية (ESMP) لهذا المشروع من أجل تحديد ومعالجة وتقليص أي آثار ضارة محتملة أثناء أعمال تنفيذ الصيانة وبالتالي سيتم عقد لقاء عام لعرض مكونات المشروع ومناقشة المواضيع البيئية والاجتماعية المتعلقة بالمشروع يوم الثلاثاء بتاريخ ٢٠٢٢/٠٢/٠٨ الساعة الثانية ظهراً على تطبيق Zoom، ستجد الرابط هنا:
<https://zoom.us/j/96412372056?pwd=ZjdteWJsOU9lcUdlKytHYmFSRG1vQT09>

أو بإمكانكم مسح رمز الإستجابة السريعة (QR Code) أدناه للانضمام الى الإجتماع:



شاكربين لكم تعاونكم وتجاوبكم، وأمليين استمرار التعاون لكل ما فيه خدمة وصحة وسلامة الوطن والمواطن.



Local NGOs

| Name of the NGOs | Activity |
|--|---|
| Social, Humanitarian, Economical Intervention for Local Development (SHEILD) | Promoting economic development by supporting livelihood and capacity building of the marginalized community groups. It provides direct assistance in terms of protection, food allocations and other commodities especially for Syrian refugees and those affected by the Syrian crisis |
| Amel Association International | Lebanese organization dedicated to saving lives and generating a democratic and prosperous Lebanon. Amel offers quality services in the health, psychosocial, human rights, child protection, rural development and vocation training fields |
| Amal El Hourani Association | Association from Marjayoun who has been working in reconstruction projects such as of bridges reconstruction |

International NGOs

| NGO Name | Contacts | Intervention Sector(s) |
|-------------------------------------|--|--|
| ANERA Lebanon | Mrs. Dima Zayat Deputy Country Director T: 01382590 (ext: 105) M: 70051813 E: dzayat@aneralebanon.org | <ul style="list-style-type: none"> • Children & Youth • Development • Education • Relief Services • Water sanitation and hygiene |
| ACTED | Mr. Jack French Deputy Country Director T: 01324331 M: 79160375 E: jack.french@acted.org | <ul style="list-style-type: none"> • Development • Infrastructure & Services Rehabilitation • Labor & Livelihoods • Shelter • Water sanitation and hygiene |
| Danish Refugee Council (DRC) | Mr. Rickard Hartmann Country Director T: 01339052 (ext: 201) E: rickard.hartmann@drc.ngo | <ul style="list-style-type: none"> • Direct Assistance • Protection • Shelter • Community Empowerment and Livelihoods |

List of Attendees

| Name | Position/Institution/Municipality |
|-----------------|--|
| Sarah Dirani | Head of the Municipalities department at Marjaayoun kaymakamiya |
| Elias Sleiman | Head of the Municipality of Bourj El Moulouk |
| Ali El Hajj | Kfakela Municipality |
| Hassan Abla | Head of the administrative, regulatory and advisory issues committee – Jdeidit Marjaayoun Municipality |
| Maroun Mourkos | Engineering consultant – Jdeidit Marjaayoun Municipality |
| Gaby Houry | Architect – Marjaayoun |
| Rana Houry | Architect – Marjaayoun |
| Bassam Hasbani | Head of the Municipality of Klayaa’ |
| Avei Daher | Member in Klayaa’ Municipality |
| Hisham Khalili | ACE |
| Célestie Nassar | ACE |
| Saniya Nakib | ACE |
| Joanna Zaghrini | ACE |

Public Hearing Presentation



**مشروع الطرق والعمالة
في لبنان**



THE WORLD BANK

خطة الإدارة البيئية والاجتماعية

LOT 3

قضاء مرجعيون

جلسة مشاركة العامة

08/02/2022
مرجعون



نقاط حوار الجلسة

- مقامة
- أهداف اللقاء
- الجهات المعنية بالمشروع
- مراحل اعداد الخطة البيئية والاجتماعية
- وصف المشروع وأبرز مكوناته خلال مرحلة التنفيذ
- الآثار البيئية والاجتماعية الايجابية المحتملة للمشروع
- الآثار البيئية والاجتماعية السلبية المحتملة للمشروع
- أسئلة ومناقشة عامة



مقدمة

- تتمتع شبكة الطرق في لبنان بنطاق وتغطية كافيين بشكل عام

- لكن نسبة كبيرة من تلك الطرق في حالة سيئة وهو الأمر الذي يؤدي إلى إعاقة التنمية المحلية والاقتصادية، خاصة في المناطق الريفية التي تعتبر فيها حالة شبكة الطرق أدنى مستوى من حالة الطرقات على المستوى الوطني ككل



مقدمة

- يخطط مجلس الانماء والاعمار لتنفيذ مشروع الطرق والعمالة في لبنان عبر تمويل من البنك الدولي

- يشمل المشروع أعمال صيانة عدة طرق في بلدات من كافة الأفضية اللبنانية

- يهدف هذا المشروع إلى تحسين كفاءة قطاع الطرق من خلال تحديد أولويات أعمال الطرق وتحسين تقنيات إدارة شبكة الطرق والسلامة العامة



1. أهداف اللقاء

- إعلام الرأي العام بالمشروع لإبداء ملاحظاتهم وفقاً لسياسة ضمانات البنك الدولي (سياسة تشغيلية رقم 4.01)
- عرض لأهم الآثار البيئية والاجتماعية والتدابير التخفيفية المرتبطة بتنفيذ المشروع
- مشاركة الحضور بمناقشة القضايا المطروحة وطرحهم لقضايا جديدة لم تذكر
- مناقشة خطة الإدارة البيئية والاجتماعية للمشروع التي تهدف لحماية الصحة البشرية، السلامة العامة والموارد البيئية



2. الجهات المعنية بالمشروع

| الجهة | الصفة |
|------------------------------|----------------------|
| البنك الدولي | ممول المشروع |
| مجلس الانماء والاعمار | إدارة وتنفيذ |
| المكتب الهندسي الإستشاري ACE | استشاري هندسي و بيئي |



3. مراحل إعداد الخطة البيئية والاجتماعية



4. وصف المشروع

ان المشروع بهدف للقيام :

- بإعمال صيانة معظم الطرقات الرئيسية في قضاء مرجعيون بالإضافة الى بعض الطرقات الثانوية في حال توفر اموال من الميزانية المعتمدة للقضاء

• مجموع طول الطرقات الرئيسية 42 km



4.2 موقع المشروع في قضاء مرجعيون وطرقات المقترح صيانتها



تمت زيارة الطرق القابلة للصيانة لتحديد:

- اوضاع طبقات الرصف الاسفلتية (مستويات الاضرار ومدى انتشارها)
- اوضاع المنشآت (منشآت تصريف مياه الامطار، حواجز السلامة والجارات)
- اوضاع العناصر غير الرصفية كاللوحات الارشادية والخطوط المرورية والعلامات

4.4 صور لعدة مواقع ضمن المشروع في قضاء مرجعيون



Polished asphalt with bleeding ravelling and bad trench repaving at left and sunken at right



4.4 صور لعدة مواقع ضمن المشروع في قضاء مرجعيون



Bleeding, trench in the middle, deformed guardrails at left



4هـ صور لعدة مواقع ضمن المشروع في قضاء مرجعيون



Bad trench compacting



4هـ صور لعدة مواقع ضمن المشروع في قضاء مرجعيون



Under construction utility infrastructure



4هـ صور لعدة مواقع ضمن المشروع في قضاء مرجعيون



Narrow section, polished asphalt, bad patching and corrugated trench



5. ماذا يتضمن المشروع خلال مرحلة التنفيذ؟

- أنشطة الصيانة الروتينية لعدة (2) سنتين ، في القسيمة 3 - قضاء مرجعيون للطرق الرئيسية كاولوية والطرق الثانوية حيث تتوفر الأموال .
- مستشمل أنشطة الصيانة الروتينية العناصر التالية:
- إصلاح وصيانة رصيف الطريق عن طريق ترقيع الحفر العميقة والضحلة ، سد الشقوق.
- الإصلاح والصيانة عن طريق الحصى والترابك لانخفاضات الرصيف الموضعية مثل الرصف القائل المسطح فوق الخنادق / المنخفضات.
- إصلاح وصيانة الجدران الاستنادية الخرسانية المسلحة الثقلة / جدران القدم / جدران البناء.



5. ماذا يتضمن المشروع خلال مرحلة التنفيذ؟

- إصلاح وصيانة الأرصفة بما في ذلك البلاط وحجر الأرصفة.
- إصلاح وصيانة حواجز الأمان: حاجز نيوجيرمي / تكساس وسكة حماية فولانية.
- تنظيف منشآت تصريف مياه الأمطار والقيام بالإصلاحات البسيطة اللازمة للمنشآت الخرسانية - تجديد وإصلاح وتقييد وصيانة علامات الطرق وتوقيعها.
- الأعمال المساعدة الأخرى المرتبطة بما في ذلك إدارة حركة المرور خلال العقد.



6. الآثار البيئية والاجتماعية الإيجابية للمشروع

- تقليل الازدحام المروري وتسهيل التنقل في وإلى القضاء
- خلق فرص عمل لأبناء المنطقة والمساهمة في التنمية الاقتصادية المحلية
- المحافظة على السلامة العامة في الطرقات من خلال تقليل حوادث السير والانجرافات
- تشجيع الشركات المحلية من خلال بيع المواد الخام والآلات والملح
- ازدهار التنمية الاقتصادية والاجتماعية في المناطق الريفية
- التقليل من تلوث الهواء والغبار



7. الآثار البيئية والاجتماعية السلبية المحتملة للمشروع خلال مرحلة التنفيذ

| النشاط | الآثار المحتملة |
|---|-------------------------|
| أعمال بناء إصلاح مجاري مياه الأنهار | اضراب على البيئة للتحفة |
| قطع النباتات | خسار على التنوع الحيوي |
| التخلص غير السليم من الفضلات الصلبة | تلوث التربة والمياه |
| احتمال لحالة حوادث تصريف | تلوث التربة والمياه |
| التدابير التخفيفية | |
| <ul style="list-style-type: none"> التصديق المتكامل مع النباتات المحلية التخلص السليم من الفضلات الصلبة الناتجة عن أعمال التنفيذ و حظر التخلص منها في مواقع غير مخصصة صيانة شبكات الآليات بشكل دوري لمنع حوادث التصريف | |



7. الآثار البيئية والاجتماعية السلبية المحتملة للمشروع خلال مرحلة التنفيذ

| النشاط | الآثار المحتملة |
|--|--------------------------------------|
| حركة الآليات والمركبات | زيادة احتمال حوادث المرور |
| إبعثات الغبار وزيادة كمية الضجيج | خطر على السلامة العامة وسلامة العمال |
| التدابير التخفيفية | |
| <ul style="list-style-type: none"> إدارة حركة المرور أثناء تنفيذ المشروع وتعيين موظف لهذه الغاية التأكد من أن الاضرار التخريبية والظلمة الإضاءة ظاهرة وموجودة في الأماكن المخصصة وخاصة قرب المدارس والمسقطات والمناطق التجارية إعلام السكان ووضع لافتات بالقرب من مناطق العمل حصر الطر وأي نشاط ضوضائي خلال ساعات العمل فقط وجود آلية مراجعة الشكاوى للمجتمعات المتأثرة | |



7. آلية مراجعة الشكاوى

يمكن للأشخاص المعنيين الاستفسار عن معلومات إضافية أو تقديم أية شكاوى (في حال وجودها) بالتواصل مع وحدة آلية مراجعة الشكاوى من الاثنين حتى الجمعة بين 9:00 صباحاً و15:00 بعد الظهر، عبر:

الهاتف: 01980096 مقسم 317

البريد الإلكتروني: GRM.REP@cdr.gov.lb

تسجيل كتاب رسمي لدى مجلس الأمان والأمن

(العنوان: تلة المرابي - رياض الصلح، بيروت - لبنان)

كما يمكن إيلاء الرأي حول تنفيذ المشروع من خلال كتيبة النموذج الموجود عبر الرابط التالي

أو عن طريق مسح هذا الباركود



سيكون رأيك مجهول المصدر



أسئلة ومناقشة عامة

بممكنكم إيلاء رأيكم:

عبر التواصل مع

المكتب الهندسي الاستشاري

هاتف: 01497250

فاكس: 01497550

بريد إلكتروني: ace@ace-intl.com

أو

عبر التواصل مع

وحدة مشروع الطرق والصالة

في مجلس الأمان والأمن

هاتف: Ext. 317 01/980096

بريد إلكتروني: rstephan@cdr.gov.lb



شكراً لحضوركم
ومشاركاتكم



ANNEX 9: GRIEVANCE REDRESS MECHANISM FORM AND LOG

| | |
|---|---|
| Reference No: | |
| Contact Information | <input type="checkbox"/> By Post: Please provide mailing address: _____ _____ _____ |
| Please mark how you wish to be contacted (mail, telephone, e-mail). | <input type="checkbox"/> By Telephone: _____ <input type="checkbox"/> By E-mail: _____ |
| Preferred Language for communication | <input type="checkbox"/> Arabic <input type="checkbox"/> English |
| | |
| Description of Incident or Grievance: | |
| What happened? Where did it happen? Who did it happen to? What is the result of the problem? | |
| | |
| Date of Incident/Grievance | |
| | <input type="checkbox"/> One time incident/grievance (date _____) <input type="checkbox"/> Happened more than once (how many times? ____) <input type="checkbox"/> On-going (currently experiencing problem) |
| | |
| What would you like to see happen to resolve the problem? | |
| | |

Signature: _____

Date: _____

GRM Log Book

| Name/group of commenter/complainant | Complaint Received date | Description of Issues | Proposed Corrective Actions | Date of Response | Status | | |
|-------------------------------------|-------------------------|-----------------------|-----------------------------|------------------|--------|---------|---------|
| | | | | | Solved | Ongoing | Pending |
| | | | | | | | |
| | | | | | | | |

ESMP Risk Classification Criteria Checklist

Eligibility Criteria for Sub-Projects

| Criteria | YES / NO | Description |
|---|----------|-------------|
| Subproject is classified as Category A according to World Bank classification. | NO | |
| Subproject activities have significant adverse environmental or social impacts that are sensitive, diverse, or unprecedented. | NO | |
| Activities affect an area broader than the sites or facilities subject to physical works | NO | |
| Subproject will result in conversion/alteration of natural habitats | NO | |
| Generation of significant quantities of hazardous waste | NO | |
| Will the sub-project trigger a new World Bank Policy other than OP4.01 and OP4.12? | NO | |
| Will the sub-project increase the footprint or includes new construction of roads? | NO | |
| Subproject Project is Eligible to be financed under REP | | |

Checklist of Possible Environmental and Social Impacts of Projects

Subcomponent Related Issues

| S No | ISSUES | YES | NO | Comments |
|---------------------------------------|--|-----|----|--|
| A. | Zoning and Land Use Planning | | | |
| 1. | Will the subproject affect land use zoning and planning or conflict with prevalent land use patterns? | | √ | |
| 2. | Will the subproject involve significant land disturbance or site clearance? | | √ | |
| 3. | Will the subproject land be subject to potential encroachment by urban or industrial use or located in an area intended for urban or industrial development? | | √ | |
| B. | Utilities and Facilities | | | |
| 4. | Will the subproject require the setting up of ancillary production facilities? | | √ | |
| 5. | Will the subproject require significant levels of accommodation or service amenities to support the workforce during construction (e.g., contractor will need more than 20 workers)? | | √ | |
| C Water and Soil Contamination | | | | |
| 6. | Will the subproject require large amounts of raw materials or construction materials? | √ | | For all the maintenance activities combined, a large amount of asphalt, base course, |

| S No | ISSUES | YES | NO | Comments |
|--|--|-----|----|--|
| | | | | concrete, stones. |
| 7. | Will the subproject generate large amounts of residual wastes, construction material waste or cause soil erosion? | √ | | For all the maintenance activities combined, a large amount of asphalt, base course, concrete, stones. |
| 8. | Will the subproject result in potential soil or water contamination (e.g., from oil, grease and fuel from equipment yards)? | √ | | This risk will be eliminated if correct measures were followed. |
| 9. | Will the subproject lead to contamination of ground and surface waters by herbicides for vegetation control and chemicals (e.g., calcium chloride) for dust control? | | √ | |
| 10. | Will the subproject lead to an increase in suspended sediments in streams affected by road cut erosion, decline in water quality and increased sedimentation downstream? | | √ | |
| 11. | Will the subproject involve the use of chemicals or solvents? | √ | | |
| 12. | Will the subproject lead to the destruction of vegetation and soil in the right-of-way, borrow pits, waste dumps, and equipment yards? | | √ | |
| 13. | Will the subproject lead to the creation of stagnant water bodies in borrow pits, quarries, etc., encouraging for mosquito breeding and other disease vectors? | | √ | |
| D. Noise and Air Pollution Hazardous Substances | | | | |
| 14. | Will the subproject increase the levels of harmful air emissions? | √ | | For a limited period during the execution of maintenance activities |
| 15. | Will the subproject increase ambient noise levels? | √ | | For a limited period during the execution of maintenance activities |
| 16. | Will the subproject involve the storage, handling or transport of hazardous substances? | √ | | |
| E. Fauna and Flora | | | | |
| 18. | Will the subproject involve the disturbance or modification of existing drainage channels (rivers, canals) or surface water bodies (wetlands, marshes)? | | √ | |
| 19. | Will the subproject lead to the destruction or damage of terrestrial or aquatic ecosystems or endangered species directly or by induced development? | | √ | |
| 20. | Will the subproject lead to the disruption/destruction of wildlife through interruption of migratory routes, disturbance of wildlife habitats, and noise-related problems? | | √ | |

| S No | ISSUES | YES | NO | Comments |
|---|---|-----|----|----------|
| F. Destruction/Disruption of Land and Vegetation | | | | |
| 21. | Will the subproject lead to unplanned use of the infrastructure being developed? | | √ | |
| 22. | Will the subproject lead to long-term or semi-permanent destruction of soils in cleared areas not suited for agriculture? | | √ | |
| 23. | Will the subproject lead to the interruption of subsoil and overland drainage patterns (in areas of cuts and fills)? | | √ | |
| 24. | Will the subproject lead to landslides, slumps, slips and other mass movements in road cuts? | | √ | |
| 25. | Will the subproject lead to erosion of lands below the roadbed receiving concentrated outflow carried by covered or open drains? | | √ | |
| 26. | Will the subproject lead to long-term or semi-permanent destruction of soils in cleared areas not suited for agriculture? | | √ | |
| 27. | Will the subproject lead to health hazards and interference of plant growth adjacent to roads by dust raised and blown by vehicles? | | √ | |
| G. Cultural Property | | | | |
| 28. | Will the subproject have an impact on archaeological or historical sites, including historic urban areas? | | √ | |
| 29. | Will the subproject have an impact on religious monuments, structures and/or cemeteries? | | √ | |
| 30. | Have Chance Finds procedures been prepared for use in the subproject? | | √ | |
| H. Expropriation and Social Disturbance | | | | |
| 31. | Will the subproject involve land expropriation or demolition of existing structures? | | √ | |
| 32. | Will the subproject lead to induced settlements by workers and others causing social and economic disruption? | | √ | |
| 33. | Will the subproject lead to environmental and social disturbance by construction camps? | | √ | |
| 34. | Will the sub-project lead to physical displacement (title-holders, squatters, and vulnerable groups)? | | √ | |
| 35. | Will there be economic displacement? | | √ | |
| 36. | Will there be loss of assets/infrastructure? | | √ | |
| 37. | Will the sub-project impact livelihood of non-titled persons and vulnerable groups? | | √ | |

Site Characteristics

| S. No | ISSUES | YES | NO | Comments |
|-------|---|-----|----|---|
| 1. | Is the subproject located in an area with designated natural reserves? | | | This cannot be determined at this stage |
| 2. | Is the subproject located in an area with unique natural features? | | | This cannot be determined at this stage |
| 3. | Is the subproject located in an area with endangered or conservation-worthy ecosystems, fauna or flora? | | | This cannot be determined at this stage |

| S. No | ISSUES | YES | NO | Comments |
|-------|--|-----|----|---|
| 4. | Is the subproject located in an area falling within 500 meters of national forests, protected areas, wilderness areas, wetlands, biodiversity, critical habitats, or sites of historical or cultural importance? | | | This cannot be determined at this stage |
| 5. | Is the subproject located in an area which would create a barrier for the movement of conservation-worthy wildlife or livestock? | | | This cannot be determined at this stage |
| 6. | Is the subproject located close to groundwater sources, surface water bodies, water courses or wetlands? | | | This cannot be determined at this stage |
| 7. | Is the subproject located in an area with designated cultural properties such as archaeological, historical and/or religious sites? | | | This cannot be determined at this stage |
| 8. | Is the subproject in an area with religious monuments, structures and/or cemeteries? | | | This cannot be determined at this stage |
| 9. | Is the subproject in a polluted or contaminated area? | | | This cannot be determined at this stage |
| 10. | Is the subproject located in an area of high visual and landscape quality? | | | This cannot be determined at this stage |
| 11. | Is the subproject located in an area susceptible to landslides or erosion? | | | This cannot be determined at this stage |
| 12. | Is the subproject located in an area of seismic faults? | | | This cannot be determined at this stage |
| 13. | Is the subproject located in a densely populated area? | | | This cannot be determined at this stage |
| 14. | Is the subproject located on prime agricultural land? | | | This cannot be determined at this stage |
| 15. | Is the subproject located in an area of tourist importance? | | | This cannot be determined at this stage |
| 16. | Is the subproject located near a waste dump? | | | This cannot be determined at this stage |
| 17. | Does the subproject have access to potable water? | | | This cannot be determined at this stage |
| 18. | Is the subproject located far (1-2 kms) from accessible roads? | | | This cannot be determined at this stage |
| 19. | Is the subproject located in an area with a wastewater network? | | | This cannot be determined at this stage |
| 20. | Is the subproject located in the urban plan of the city? | | | This cannot be determined at this stage |

| S. No | ISSUES | YES | NO | Comments |
|-------|--|-----|----|---|
| 21. | Is the subproject located outside the land use plan? | | | This cannot be determined at this stage |

CONCLUSION

| | High | Substantial | Moderate | Low |
|--|------|-------------|----------|-----|
| RISK CLASSIFICATION OF THE SUBPROJECT | | | | |