



# Combined Project Information Documents / Integrated Safeguards Datasheet (PID/ISDS)

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Appraisal Stage | Date Prepared/Updated: 23-Jan-2017 | Report No: PIDISDSA21165



**BASIC INFORMATION**

**A. Basic Project Data**

Country Lebanon	Project ID P160223	Project Name Roads and Employment Project	Parent Project ID (if any)
Region MIDDLE EAST AND NORTH AFRICA	Estimated Appraisal Date 01-Sep-2016	Estimated Board Date 06-Feb-2017	Practice Area (Lead) Transport & ICT
Lending Instrument Investment Project Financing	Borrower(s) Lebanese Republic	Implementing Agency Council for Development and Reconstruction	

The processing of this project is applying the policy requirements exceptions for situations of urgent need of assistance or capacity constraints that are outlined in OP 10.00, paragraph 12.

Yes

**Financing (in USD Million)**

Financing Source	Amount
Concessional Financing Facility	45.40
IBRD-87050	154.60
<b>Total Project Cost</b>	<b>200.00</b>

Environmental Assessment Category

B - Partial Assessment

Decision

Other Decision (as needed)

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**B. Introduction and Context**

Country Context

**Lebanon is a small open country—culturally, politically and economically—of high middle income status with a population of 4.5 million people in 2015, not taking into account the approximate 1.5 million Syrian refugees and 450,000 Palestinian refugees residing in the country. Lebanon is**



continuously exposed to sizable political and security shocks that fundamentally altered conditions across sectors—governance, infrastructure, and the macro-economy—compromising the country's development path. As a result of these conditions, Lebanon has developed a level of resilience that is difficult for outsiders to envisage. This resilience, however, is not a guarantee against internal tensions.

**Lebanon faces stark and pressing development challenges, however the reform efforts to improve the quality of institutions and promote growth have been limited.** The difficulty in reaching consensus has left important economic reforms and projects unaddressed, and missed reform opportunities became prevalent especially that in many cases the technical solutions are well known. This is clearly visible in the deteriorating infrastructure sectors, the poor quality of public institutions and of service delivery, and an unsustainable macroeconomic environment.

**Lebanon's pressing reform and development needs are particularly evident in its very poor infrastructure which represent a key constraint to growth.** Despite being an upper middle income country, Lebanon's infrastructure is in a very bad condition. According to the World Economic Forum's (WEF) Competitiveness Index<sup>1</sup>, Lebanon's infrastructure is the second main constraint to growth and its supply and quality is materially below various sets of comparator countries.

**In order to weather the crisis, Lebanon is adopting a two-pronged approach aimed at programs to stimulate the economy and create jobs, while meeting Lebanon longer term developmental needs particularly in the infrastructure sectors.** Given the slowing economy and the impact of the Syria conflict, Lebanon is in urgent need to rapidly inject investments to stimulate its economy and create jobs as the presence of a large number of unskilled and unemployed Lebanese and Syrians has a significant negative social, economic, and security impacts that could further destabilize the country. The Government of Lebanon's (GOL) strategy is to rapidly increase its public investments in key sectors, particularly the infrastructure sectors, to stimulate the economy and create jobs while also meeting its longer term development needs therefore ensuring the sustainability of these investments

## Sectoral and Institutional Context

**The road network in Lebanon is generally in poor condition due to years of underinvestment and inefficient spending.** The Lebanese road network consists of a total of about 21,705 km of roads. The main (or national) road network consists of about 6,380 km of mostly paved roads. The Ministry of Public Works and Transport (MPWT) estimates that about 15% of the main network is in good condition, 50% in fair condition, and 35% in poor condition. The condition of the road network is hindering local economic development particularly in rural and lagging regions where the condition of the main network is worse than the national average.

**Inadequate investments and poor road maintenance have also resulted in a large maintenance backlog, a serious deterioration in road quality, and costly repairs.** In the past decade, Lebanon did not spend enough on road maintenance to sustain its main road network at acceptable standards of quality. It is estimated that about US\$1.3 billion are needed today to remove all backlog rehabilitation and maintenance on the main network alone. Road rehabilitation needs have been heightened by the influx of Syrian refugees, which has substantially increased traffic demand and the utilization of the road network.

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<sup>1</sup> World Economic Forum, Global Competitiveness Index 2014/2015.



**Weak road safety management, including poor road infrastructure quality, together with bad behavior and lack of enforcement, has had detrimental effects on road safety in Lebanon.** Lebanon road safety record is among the worst globally. Traffic related accidents and injuries have been increasing at a high rate in the past few years, from 508 fatalities and 6050 injuries in 2012 to 655 fatalities and 6472 injuries in 2014, as reported by the Internal Security Forces (ISF). The World Health Organization (WHO) estimates the total number of road traffic fatalities in Lebanon in 2015 at 1088 and the associated economic cost between 3 to 5 percent of GDP, higher than most other countries in the World<sup>2</sup>.

**In order to deal with increasing road traffic and safety challenges, the Lebanese Parliament has passed in October 2012 a new and modern traffic law.** Several key actions of the law are now under implementation, in particular the creation of the National Road Safety Council (NRSC), chaired by the Prime Minister and with the participation of relevant ministers (Ministers of Interior, Transport and Public Works, Education, and Justice).

**The GOL is also putting in place a US\$510 million investment program to improve the condition and capacity of the road network.** A five years program estimated at US\$ 510 million is planned to improve road condition and safety and to and create rapid and short term employment. Given the largely adequate extent and coverage of the road network in Lebanon, the focus of the program is primarily on the rehabilitation of the existing main network (primary, secondary, and tertiary roads), while possibly widening and upgrading select road sections, at later stages, to accommodate the increased traffic demand.

**The road construction sector has historically been a major employer for the low skilled Lebanese and Syrians in Lebanon.** Prior to the Syrian conflict, the construction sector employed more than 100,000 workers (approximately 10% of the labor force). The construction sector is also the second largest employer of Syrian refugees in Lebanon (24.1%), after household work (26.5%). Moreover, substantial supply chain jobs are created in supporting industries and services (quarries, cement, trucking), which also employ low skilled Lebanese and Syrians. Road investments also generate broader socio-economic benefits in term of improved access to markets and services for the hosts and for refugees.

**Investing in the rehabilitation of the road network in Lebanon therefore leads to several important results.** Such investments i) meet the development needs of the Lebanese economy and strengthen the government presence and its commitments to lagging regions; ii) allow the quick injection of investments to stimulate the economy and contribute to political stability and social cohesion iii) provide substantial direct and indirect employment opportunities for low skilled Lebanese and Syrians in the poorer communities; iv) benefit both the Lebanese host communities and the Syrian refugees in term of improved access to markets and services; and v) can have a wide coverage in the different regions of Lebanon therefore benefiting a wide spectrum of communities

### C. Proposed Development Objective(s)

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<sup>2</sup> WHO Global Road Safety Status Report, 2015.



Development Objective(s) (From PAD)

The Project Development Objectives (PDOs) are to: (i) improve transport connectivity along select paved road sections; and (ii) create short term jobs for Lebanese and Syrians.

Key Results

The key result indicators are (i) number of project beneficiaries, including percentage of women; (ii) percentage reduction in travel time on select road sections; and (iii) number of labor-days of short-term jobs created for Lebanese and Syrians.



#### **D. Project Description**

**The proposed World Bank funded project of US\$200 million will be part of Phase I of the US\$510 million government's roads program, and will be likely complemented by a US\$100 million financing requested by the GOL from other donors.** The first phase of the program, estimated at US\$300 million, is planned to be executed in three to five years and will focus on i) the rehabilitation and maintenance of existing roads, including road safety improvements; ii) the purchase of equipment for emergency roads works; and iii) capacity building in the sector. The financing of phase I will consist of a US\$200 million financing from the World Bank (including an IBRD loan and CFF financing) and described here as "the project", and a US\$100 million loan being requested by the Government from other donors on concessional terms. The World Bank is coordinating the project's planning and design with the Government's US\$100 million parallel project under Phase I to ensure the overall success of the program, although these projects will be executed separately.

**The selection of the program's priority road sections, including for the World Bank funded project, is ongoing based on a number of criteria.** Given the important size and scope of the program, and in order to objectively prioritize and select the road sections to be rehabilitated, a number of selection criteria was agreed that take into account the road condition, the level of traffic, the balancing of roads between regions and communities, the balancing of road sections by categories (primarily, secondary, and tertiary), and the labor creation potential and broader socioeconomic impacts. A visual survey is currently ongoing to assess the road condition of the network (about 6,000 km of primary, secondary, and tertiary roads are being covered), as well as to produce a road safety rating of the network based on International Road Assessment Program's (IRAP) methodology. The visual survey will also produce some indication and verification of current traffic volumes. Meanwhile, the World Bank and the ILO are producing estimates on the direct and indirect job creation potential of road investments for various road types, works, and categories; as well as the broader socioeconomic benefits of such investments. The finalization of the program's priority road sections is expected by the end of 2016.

**Meanwhile the project first year's work program is being identified for timely project implementation.** In order to move quickly with project implementation, immediate road works of about US\$50 million in contract value are being discussed for priority rehabilitation during the first year of the project based on existing government priorities and a Council of Ministers decision in February 2016, the condition of the roads, and their readiness for implementation. In addition, the purchase of equipment and the selection of some required consultancy services (about US\$10 million) could also be initiated within the first year of the project implementation. The World Bank is working closely with CDR, MPWT, and the SNRSC to quickly initiate the required activities.

**The project will include the rehabilitation of non-urban road sections from all Lebanese regions, particularly in rural areas and lagging regions.** The project will mainly target the rehabilitation of primary, secondary and tertiary roads in non-urban/rural areas. The project coverage is national to benefit communities in various parts of the country and all Lebanese regions, outside the big cities, are expected to benefit from the project. While the project will rehabilitate a number of primary road sections given the high traffic volumes and their high importance to the Lebanese economy, over two-thirds of the roads (in km) will be secondary and tertiary roads and in rural areas therefore benefiting rural communities in various lagging regions of Lebanon. In addition, while certain regions have a higher concentration of refugees and will be benefitting from the project (such as Akkar), Syrian



refugees are dispersed in large numbers throughout Lebanon. Lebanon's very small territory (10,452 square kilometers) and the large number of refugees all over the country, means that host communities and refugees are likely to benefit from any road rehabilitation sub-project given most communities live within only few minutes from such sub-projects. Investments in road rehabilitation will have large direct (jobs) and indirect (reduced transport costs) benefits to host communities and refugees.

**All projects financed through this program will target both the Lebanese and Syrian labor.** It is worth noting that Syrians generally comprise between 70 to 80 percent of the total number of workers of similar projects in the roads and construction sector in Lebanon. Typically contractors select the low skilled labor force from available able-bodied workers, primarily on a first come first-serve basis, living in the community around the project's selected roads. Wages are set by the existing market and will not be distorted, and they are generally at or below the minimum wage thus encouraging self-selection. Workers may receive overtime pay as well as wage premiums that reflect the location/type of project sites as well as the qualification of those workers. Following ongoing practices, there is generally no contractual arrangements between the contractor and the worker, however the contractor which is generally qualified and certified by CDR and other relevant ministries will have to abide by local labor laws particularly regarding health and safety. Figure 1 clearly shows that Syrian refugees, Lebanon small geography,

**Box 1: The Project's Preparation Key Drivers:**

- A. Ensure flexible design and speedy implementation;**
- B. Deliver high quality infrastructure; and**
- C. Create significant short term jobs.**

The project design, undertaken under emergency conditions, aims at producing good road rehabilitation and asset management practices while increasing the labor content of the project. The project preparation was dictated by three drivers mainly i) a project design that allows speedy preparation and implementation to meet the urgent needs stemming from the Syria conflict and refugees crisis, ii) a project that delivers good quality infrastructure and asset management practices, and iii) a project that creates significant number of short term jobs for Lebanese and Syrian communities. These drivers are further described below.

**A. Design for speedy preparation and implementation:**

- a) Prepare the project under emergency procedures while deferring exact projects/roads selection and associated safeguards to implementation;
- b) Agree the first year road works program to speed up implementation;
- c) Include the purchase of necessary equipment which can be implemented quickly; and
- d) Introduce retroactive financing to support timely project implementation and initiate procurement activities and required studies.

**B. Deliver good quality infrastructure and asset management practices:**

- a) Prepare procurement strategy and packages to ensure a wider participation of local



contractors (hence broader benefits in different areas/communities) while maintaining well qualified contractors to guarantee proper rehabilitation works in accordance with existing Lebanon's high road rehabilitation design standards;

- b) Introduce proper and objective road prioritization measures through the visual survey of the network's condition and safety, which will also later inform the creation of a new and integrated road asset management system for Lebanon;
- c) Introduce road safety and climate resilient improvements to improve existing road design and construction standards and practices in Lebanon; and
- d) Introduce routine maintenance contracts as an important and efficient asset preservation measure (including possibly the piloting of performance-based contracts).

**C. Create significant number of short-term jobs for Lebanese and Syrians:**

- a) Select road sections with required civil works such as drainage and slope stabilization structures to increase the labor content of contracts;
- b) Include a larger number of tertiary roads therefore providing a wider coverage of the network particularly in rural areas as well as more kilometers of roads to rehabilitate;
- c) Introduce routine maintenance which is very labor intensive and will be undertaken by small local contractors;
- d) Include provisions to revise designs and technical specifications to increase labor content (such use of concrete channels instead of pipes for drainage, use of masonry walls and/or vegetation on low volume tertiary roads);
- e) Include training of workers and contractors in the project, particularly on new practices and maintenance techniques (such as slope stabilization and routine maintenance).





**The proposed World Bank-funded project of US\$200 million will have the following components.**

**Component 1: Roads Rehabilitation and Maintenance (US\$185 million)**

This component will primarily finance works for the rehabilitation and maintenance of about 500 km of primary, secondary, and tertiary roads, including road safety and spot improvements; as well as supporting consultancy services. The investments under this component will improve transport connectivity and create direct and indirect jobs for Lebanese and Syrians. The works include asphalt overlays, drainage works, base and subbase reconstruction on selected sections, slope stabilization works, retaining walls, as well as roadside improvements on sections crossing towns (sidewalks, planting trees). Most road works will be within the existing right of way. Road rehabilitation activities are estimated at US\$150 million and will be financed under about 15 different local contracts, ranging in value between US\$5 million to US\$15 million each, which will allow the participation of medium and small size contractors in the various regions of Lebanon. The component will also finance consultancy services for the design and supervision of the rehabilitation works described above, estimated at about US\$8 million. It will also finance the piloting of multi-year routine maintenance contracts (two or three years contracts), estimated at a total of about US\$15 million, to be undertaken by small local contractors on a select number of the newly rehabilitated road sections. Finally, this component includes US\$12 million as price contingencies.

**Component 2: Improving Road Emergency Response Capacity (US\$7.5 million)**

Lebanon is primarily a mountainous country and is recently witnessing more extreme events with shorter yet more severe winters and snow periods. MPWT has currently insufficient number of vehicles particularly for snow removal, and most of the existing equipment is outdated with an average age of 20 years. MPWT is having difficulty deploying them timely to all mountain roads and regions in Lebanon during extreme weather and snow events in the winter which can cover, with different thickness and duration, a large part of Lebanon's National and Local road networks. This is resulting in some mountain villages and towns, primarily in lagging regions and including some with significant number of refugees, being inaccessible for several days during the winter season with detrimental effects on livelihoods and services in these communities. In addition, some major highways, such as the one linking Beirut to the Bekaa, is often cut by snow resulting in large economic losses.

This component is therefore aimed at improving the capacity of the Ministry of Public Works and Transport to deal with road emergency works, especially those induced by snow and climate extremes. This component will finance the purchase of road vehicles and equipment, particularly those needed for snow removal and landslides repairs. This component will finance the purchase of 15 wheel loaders, 10 snow blowers, 5 salt spreaders, and 10 four wheel drive vehicles. This component will also assist in revising the existing emergency procedures of MPWT, and its capacity to plan for extreme weather event including the timely and proper mobilization and dispatching of its equipment. Given its strong linkages to the climate change agenda, this component could benefit from support from disaster risk management and climate adaptation funds.

**Component 3: Capacity Building and Implementation Support (US\$7.5 million)**

This component is aimed at building the capacity of the Lebanese agencies in the planning and management of the road sector. It will also contribute to the training and capacity building of



contractors and workers on new and improved road construction and maintenance techniques. This component will finance consultancy services, and related software and IT equipment, to support the following subcomponents:

Subcomponent 1: Strengthen road asset management. (US\$2 million). This subcomponent will finance the creation of a road asset database for the trunk network in Lebanon, the collection of the basic information for the database (such as road condition visual surveys, IRAP assessment of road safety, and traffic counts on select road sections), and the revision of design and maintenance standards to reflect changing climate conditions, particularly related to drainage and slope protection/stabilization. This subcomponent will also finance the preparation of bidding documents and training on performance based contracts for road maintenance.

Subcomponent 2: Support the planning and implementation of road safety measures (US\$2 million). This subcomponent will benefit the Secretariat of the National Road Safety Council and will primarily finance the elaboration of a national strategy and action plan on road safety, as well as the implementation of select priority road safety measures in collaboration with other interested donors government. This subcomponent could also benefit from grants from the Global Road Safety Facility (GRSF) as well as other interested donors.

Subcomponent 3: Support planning and design studies (US\$2 million). This subcomponent will finance CDR studies to prepare the required planning and design studies for critical transport projects identified as priorities by the Lebanese governments.

Subcomponent 4: Support training for workers and small contractors (US\$0.5 million). This subcomponent will support training activities to build the technical skills of workers and small contractors. It will support training on soft-skills as well as technical skills related to the work to be carried out at the selected project site. In particular, this subcomponent will also support the training of small local contractors and micro-enterprises and their workers on proper routine maintenance requirements and techniques. The implementation of this subcomponent could be in collaboration with other interested donors such as the ILO.

Subcomponent 5: Support for Project Implementation (US\$1 million). This subcomponent will finance the hiring of required experts by the implementing agency to properly undertake the implementation and monitoring of the project.

Component Name:

Component 1: Roads Rehabilitation and Maintenance

Comments (optional)



Component Name:

Component 2: Improving Road Emergency Response Capacity

Comments (optional)

Component Name:

Component 3: Capacity Building and Implementation Support

Comments (optional)

#### **E. Project location and Salient physical characteristics relevant to the safeguard analysis (if known)**

The project will rehabilitate select road sections in all regions of Lebanon. Given the important size and scope of the program, and in order to objectively prioritize and select the road sections to be rehabilitated, a number of criteria for selection was agreed that take into account the road condition, the level of traffic, the balancing of roads between regions and communities, the balancing of road sections by categories (primarily, secondary, and tertiary), and the labor creation potential and broader socioeconomic impacts. A visual survey is currently ongoing to assess the road condition of the network (about 6,000 km of primary, secondary, and tertiary roads are being covered), as well as to produce a road safety assessment and rating of the network based on International Road Assessment Program's (IRAP) methodology. The visual survey will also produce some indication and verification of current traffic volumes. Meanwhile, the World Bank and the ILO are producing estimates on the direct and indirect job creation potential of road investments for various road types, works, and categories; as well as the broader socioeconomic benefits of such investments. The finalization of the program's priority road sections is expected by the February 2017, meanwhile, and in order to move quickly with project implementation, immediate road works are being discussed for priority rehabilitation during the first year of the project based on existing government priorities and readiness for implementation. Therefore, no specific physical characteristics can be identified at this stage.

#### **F. Environmental and Social Safeguards Specialists on the Team**

Ehab Mohamed Mohamed Shaalan, Michelle P. Rebosio Calderon



**IMPLEMENTATION**

**The project implementation responsibility is with CDR.** The project monitoring and verification will be undertaken by CDR to ensure the project is being implemented in line with the proposed objectives and its achievement of expected results. The World Bank, with potential support from other donors, will provide continuous support. The project design will pursue the sustainability of road works through improved tools, procedures, and contractual arrangements for the implementing agency as well as on-job learning and training programs which will reinforce workers’ skills and experience in proper road construction and maintenance.

**The project is being prepared under World Bank emergency procedures according to OP10.12, which allows for the preparation of safeguards instruments to be deferred during implementation.** Safeguards instruments will be prepare in accordance with the action plan below.

	<b>Safeguards Action</b>	<b>Responsibility</b>	<b>Time Plan</b>	<b>Status</b>	<b>Remarks</b>
1	Prepare SAP	WB Team with support from client	November 10 , 2016	completed	included in the PAD package
2	ESMF approved by the Bank and disclosed both in country and the Bank’s InfoShop	Client with support of WB Team	Prepared by the client, cleared by the Bank and disclosed both in country and the Bank’s InfoShop prior to implementation of any works.	Ongoing	Consultation will be carried out and findings will be included
3	RPF prepared, and approved by the Bank and disclosed both in country and the Bank’s InfoShop	Client with support of WB team	Prepared by client, cleared by the Bank and disclosed both in country and the Bank’s InfoShop prior to implementation of any works.	Ongoing	Consultation will be carried out and findings will be included
4	Prepare site specific ESMP approved by the Bank and disclosed	Client	Prepared by client, cleared by the Bank and disclosed both in country and the Bank’s InfoShop prior to implementation of any works.	Will be initiated as soon as list of roads selected.	
5	Site specific RAP or ARAP approved by the Bank and disclosed	Client	Prepared by client, cleared by the Bank and disclosed both in country and the Bank’s InfoShop prior to implementation of any works.	Will be initiated as soon as list of roads selected.	



In addition, for studies with potential environmental and social impacts to be financed by the project, applicable safeguards policies will be included in the TORs of such studies.

**SAFEGUARD POLICIES THAT MIGHT APPLY**

Safeguard Policies	Triggered?	Explanation (Optional)
Environmental Assessment OP/BP 4.01	Yes	The Project is classified as Category B. Activities will involve rehabilitation of existing road networks. The majority of the impacts of the proposed project are mainly associated with the rehabilitation phase. There are potential negative impacts on air quality, noise levels, soil quality and fresh water bodies. Generation of solid and hazardous wastes during construction is also expected. All environmental instruments (ESMF, site specific ESMPs) will be prepared prior to implementation of any civil work. Any category A sub-projects will be excluded from the Project interventions.
Natural Habitats OP/BP 4.04	No	The project interventions will take place within existing road networks. No activities are anticipated to take place in any ecologically sensitive areas or identified protected areas.
Forests OP/BP 4.36	No	Not applicable
Pest Management OP 4.09	No	Not applicable
Physical Cultural Resources OP/BP 4.11	No	The rehabilitation activities will not include any new excavations. No new road construction are planned.
Indigenous Peoples OP/BP 4.10	No	Not applicable
Involuntary Resettlement OP/BP 4.12	Yes	The exact location of road rehabilitation works is not yet confirmed, and while no major resettlement issues are expected given works will be within existing right of way, an RPF will be prepared to mitigate for any resettlement associated risks.
Safety of Dams OP/BP 4.37	No	Not applicable
Projects on International Waterways OP/BP 7.50	No	Not applicable
Projects in Disputed Areas OP/BP 7.60	No	No project activities will take place in any of the disputed areas



## KEY SAFEGUARD POLICY ISSUES AND THEIR MANAGEMENT

### A. Summary of Key Safeguard Issues

1. Describe any safeguard issues and impacts associated with the proposed project. Identify and describe any potential large scale, significant and/or irreversible impacts:

The proposed project will mainly focus on the rehabilitation and maintenance of existing rural and peri-urban roads in deteriorated conditions, rehabilitation of access roads, and rehabilitation of culverts and small bridges. The expected negative environmental impacts during the rehabilitation/maintenance phase may include air emissions, dust, noise, solid and liquid waste generation, damage to existing infrastructure, disruption of traffic and movement in addition to worker health and safety. These impacts are of minor severity, limited scale, short-lived and of reversible nature. Appropriate mitigation measures will be addressed in the safeguards document which will be prepared by the Client and cleared by the Bank prior to the start of the rehabilitation works.

During operation, the expected impacts may include air emissions, noise, solid waste generation and road safety. Those impacts are of low to moderate significance and can be mitigated by implementing appropriate mitigation measures to be addressed in the safeguards document which will be prepared by the Client and cleared by the Bank prior to the start of rehabilitation works. Due to the nature and magnitude of the potential environmental impacts of the Project, and in accordance with the Operational Policy OP4.01, it has been classified as Environmental Category "B". No subprojects which are classified as Category A are eligible for financing under this project.

On social aspects, the project will have limited impacts on land acquisition and resettlement as the road rehabilitation work will be within the existing right of way. However, since the main project beneficiaries are vulnerable, unskilled or low-skilled Lebanese and Syrians, there are potential social risks related in this project. i) labor conditions may be inadequate, especially given the informal nature of many of the jobs be created by the project; ii) gender-based violence for female workers or for women living in communities around roads being rehabilitated because of potential influx of male labors for construction activities; iii) risk that young, under aged youth are engaged as laborers in project activities; and iv) dissatisfaction of road selection and/or perceptions that jobs are allocated unfairly. Section (3) below describes the mitigation measures for each of the risks.

2. Describe any potential indirect and/or long term impacts due to anticipated future activities in the project area:



Roads development in general may encourage increased motorized transportation, higher traffic density and facilitated movement of goods and passengers. This may result in increased levels of air and noise pollution which may negatively impact communities which may exist near to the developed roads.

Due to improved road conditions, higher vehicle speed on the roads may result in higher number of road accidents especially in areas where people crossing is anticipated (such as roads across villages or residential communities).

Road signage and proper road crossing measures will be addressed as part of the rehabilitation activities to minimize road accidents.

While unlikely given works are primarily in existing right of way, project implementation may impact squatters or encroachers on Government-owned lands or result in the involuntary taking of land. If individuals or groups perceive that project benefits are being allocated unfairly, this could also indirectly have negative impacts on relations between social groups.

### 3. Describe any project alternatives (if relevant) considered to help avoid or minimize adverse impacts.

Prior to the start of rehabilitation activities, appropriate safeguards instruments will be prepared, according to the sub-project screening criteria in the ESMF, which will include analysis on alternatives and mitigation measures to avoid or minimize the expected negative environmental and social impacts.

Mitigation measures for social risks (i to iv) highlighted in section (1) above include : i) the first risk will be mitigated through periodic monitoring of labor conditions and through specific required clauses within contracts that will be required to protect workers; ii) the risk for female workers will be mitigated through periodic monitoring, while the risk for women in communities will also be monitored but is unlikely to materialize given that most labor (Lebanese and Syrian) is expected to be local and already living within communities and therefore it is not expected a large influx of outsiders into communities will occur; iii) The project will also closely monitor the risk of under aged labor and will have measures in contracts to ensure that construction firms do not hire individuals under the legal working age by following labor law of Lebanon and penalty provisions will be included in the contractors agreement for hiring child labor; and iv) the project will communicate the road selection criteria during the process of consulting and disseminating the project's safeguards instruments and the potential impacts of perceptions that jobs are allocated unfairly will be mitigated during implementation, once more information is available, through the project social assessment; And finally, the multi-layer grievance redress mechanism will be established at the project level.

### 4. Describe measures taken by the borrower to address safeguard policy issues. Provide an assessment of borrower capacity to plan and implement the measures described.



As the project is prepared under the provisions of paragraph 12 of OP10 for projects in situations of urgent need for assistance, the preparation of safeguards instruments has been deferred into the implementation period, and a Safeguards Action Plan (SAP) has been prepared. During the implementation period and before the relevant sub-project activities are commenced, the Recipient will prepare an ESMF and RPF that will cover the entire scope of potential investment sub-projects. Site specific ESMPs and RAPs as needed, will be prepared by following the ESMF and RPF before any civil work would start. All safeguards instruments would need to be prepared in consultation with relevant stakeholders, cleared by the Bank and disclosed both locally and at the InfoShop of the Bank.

CDR, including qualified staff and with the support of consultants, will be responsible for implementing the provisions of the ESMF and RPF and its related instruments and monitoring compliance of the work contractors with the provisions of the projects ESMPs. Safeguards management of this operation will benefit from the safeguards modalities established under CDR previous projects implemented with the Bank.

5. Identify the key stakeholders and describe the mechanisms for consultation and disclosure on safeguard policies, with an emphasis on potentially affected people.

One of the key stakeholders would be the project beneficiaries, who consist of Syrian and Lebanese low skilled labor force, Lebanese and Syrian households particularly the poor and lower-middle class, local industries and economies, medium and small contractors, and Lebanese government agencies active in the road sector. In addition, land transport users and drivers (truck drivers, taxi and private vehicles drivers and passengers, other transport users) are considered to be among the project stakeholders who will potentially be affected by the project activities.

While no or little land acquisition is expected, the people potentially affected by land acquisition will be another group of stakeholders. All project stakeholders, including the dwellers of nearby communities, and the persons adversely affected by the project will be consulted with during the preparation and implementation of the project. Consultation will also be an integrated part of preparation implementation of the environmental and social safeguards instruments.

Due to the emergency nature of this project, the formal consultation process with the public will take place during the preparation of the ESMF and RPF, as well as site specific ESMPs and RAPs/ARAPs at a later stage. However, the SAP will be shared with the relevant government agencies, concerned nongovernmental organizations and development partners of Lebanon. The SAP is subject to public disclosure as part of the Project Appraisal Document (PAD). In addition, it will be disclosed both in-country as well as at the World Bank InfoShop during project preparation.

During project implementation, where resettlement impacts are involved and a RAP needs to be prepared, consultations with affected persons will be carried out as part of the RAP preparation process.

## **B. Disclosure Requirements (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

### **Environmental Assessment/Audit/Management Plan/Other**

The review of this Safeguards has been Deferred.

Comments





The SAP is subject to public disclosure as part of the Project Appraisal Document (PAD). In addition, it will be disclosed both in-country (in the appropriate communication channels and CDR Webpage) as well as at the World Bank InfoShop during project preparation. The ESMF and RPF preparation, including in-country consultations, will occur by project effectiveness given this is a project being prepared according to emergency procedures of OP 10.12

**Resettlement Action Plan/Framework/Policy Process**

The review of this Safeguards has been Deferred.

Comments

The ESMF and RPF and other site specific safeguards instruments (e.g. ESMPs, RAPS/ARAPs) including in-country consultations, will occur by project effectiveness given this is a project being prepared according to emergency procedures of OP 10.12

**C. Compliance Monitoring Indicators at the Corporate Level (to be filled in when the ISDS is finalized by the project decision meeting) (N.B. The sections below appear only if corresponding safeguard policy is triggered)**

**OP/BP/GP 4.01 - Environment Assessment**

Does the project require a stand-alone EA (including EMP) report?

Yes

If yes, then did the Regional Environment Unit or Practice Manager (PM) review and approve the EA report?

No

Are the cost and the accountabilities for the EMP incorporated in the credit/loan?

Yes

**OP/BP 4.12 - Involuntary Resettlement**

Has a resettlement plan/abbreviated plan/policy framework/process framework (as appropriate) been prepared?

No

If yes, then did the Regional unit responsible for safeguards or Practice Manager review the plan?

No

**The World Bank Policy on Disclosure of Information**

Have relevant safeguard policies documents been sent to the World Bank's Infoshop?

Yes

Have relevant documents been disclosed in-country in a public place in a form and language that are understandable and accessible to project-affected groups and local NGOs?

No



**All Safeguard Policies**

Have satisfactory calendar, budget and clear institutional responsibilities been prepared for the implementation of measures related to safeguard policies?

Yes

Have costs related to safeguard policy measures been included in the project cost?

Yes

Does the Monitoring and Evaluation system of the project include the monitoring of safeguard impacts and measures related to safeguard policies?

Yes

Have satisfactory implementation arrangements been agreed with the borrower and the same been adequately reflected in the project legal documents?

Yes

**CONTACT POINT**

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**Borrower/Client/Recipient**

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**Implementing Agencies**

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**APPROVAL**

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**Approved By**

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