

Environmental and Social Data Sheet

Overview

Project Name:	Lebanon Roads and Employment Project
Project Number:	2016-0485
Country:	Lebanon
Project Description:	Framework loan to finance rehabilitation and safety improvements on parts of the road network.
EIA required:	Multiple schemes subject to allocation.
Project included in Carbon Footprint Exercise ¹ :	No

Environmental and Social Assessment

Environmental Assessment

Compliance with applicable environmental legislation

The schemes to be financed under this Project are located on 900km of the road network across the whole country and are related to road rehabilitation, road safety improvements, and facilities for pedestrians, cyclists and other vulnerable road users. They are part of the overall Lebanese Roads and Employment Project, which has been subject to an environmental and social assessment.

The works will be located on existing roads within the existing Right of Way (ROW) and lane configuration, with addition of sidewalks and paths for cyclists where deemed relevant.

No specific Environmental and Social Impact Assessment (ESIA) is envisaged for any schemes under the Project as the works involve rehabilitation and minor safety works on existing roads. It is expected that there will be limited social and environmental impacts, which can be mitigated by Environmental and Social Management Plans (ESMPs). The individual schemes would generally fall outside the scope of the EIA Directive, if located within the EU. However, all schemes will be reviewed at a later stage to determine whether an ESIA is required or not.

In Lebanon, the Competent Authority for environmental enforcement is the Lebanese Ministry of Environment (MoE).

¹ Only projects that meet the scope of the Pilot Exercise, as defined in the EIB draft Carbon Footprint Methodologies, are included, provided estimated emissions exceed the methodology thresholds: above 100,000 tons CO₂e/year absolute (gross) or 20,000 tons CO₂e/year relative (net) – both increases and savings.

Luxembourg, 18th September 2018

Environmental and Social Management Framework (ESMF)

An Environmental and Social Management Framework (ESMF) has been prepared for the project by the Promoter, the Council for Development and Reconstruction (CDR), meeting the

requirements of the three financiers EIB, the World Bank (WB), and the Japanese International Cooperation Agency (JICA). The Ministry of Environment was involved in the consultation process at the ESMF stage and will also be involved again in the completion of ESMPs at a later stage.

Environmental impacts

Possible impacts on the surroundings will be temporary, such as noise and dust during works, common to rehabilitation works, and temporary disruption of traffic during such works.

Location, designated conservation areas and biodiversity issues

The schemes will be located on existing national and regional roads in all of the country's 25 cazas. Some of the road sections may be located in areas of environmental value, in which case attention will be paid to environmental matters through the ESMF and be subject to the Bank's review and approval at allocation stage.

Promoter's E&S capacity

The Promoter has experience with schemes of similar scope and nature. The Promoter also has experience with International Financing Institutions (IFIs) and EIB environmental and social requirements from previous and ongoing projects. The Promoter's Project Implementation Unit will be supported by Technical Assistance (TA) during the entire Project to undertake the required tasks.

Social Assessment, where applicable

The Project is expected to have positive social impacts by providing better accessibility and safety for all road users. These include facilities for vulnerable road users around schools, refugee camps, and more populated areas in general. Compliance with EIB social standards, such as occupational and public health, safety and security, labour standards, involuntary resettlement and stakeholder engagement, will also be assessed before allocation of finance to schemes.

Although no resettlement or land acquisition is expected, a Resettlement Policy Framework (RPF) for the programme has been prepared by the Promoter, in line with the financiers' requirements.

Lebanon has a large proportion of Syrian refugees, many of which live in camps along or near national and regional roads. The Project is expected to generate jobs for low skilled labour, including refugees. The Promoter will follow the recommendations of the ESMF to ensure that labour standards are upheld by the contractors.

To ensure proper attention to safety and vulnerable road users, the Promoter will be required to conduct Road Safety Audits in accordance with the principles of EU Directive 2008/96/EC

Public Consultation and Stakeholder Engagement

The Promoter is in the process of conducting public consultations for the ESMF. Public consultations will also be conducted in relation to the Project in relevant regions, as and when required, but not for individual schemes.

Luxembourg, 18th September 2018

Other Environmental and Social Aspects

Technical Assistance to the Promoter will include a road safety specialist and an environmental and social specialist to assist in the identification and follow up on any issues identified during implementation.

Conclusions and Recommendations

The overall environmental and social impacts of the Project are expected to be positive, offsetting localised, temporary and reversible negative impacts during implementation.

The Bank will require the Promoter to act according to the Bank's environmental and social standards, and to conduct Road Safety Audits on all schemes with due attention to pedestrians and other vulnerable road users. This will be checked at allocation stage.

The Promoter shall not commit any EIB financing towards schemes that require an EIA, resettlement, biodiversity screening or assessment according to EU and national law without receiving the screening decision or environmental consent from the Competent Authority, and after giving the public access to the EIA and/or Resettlement Action Plan. The Promoter will be obliged to provide the Bank with documentation stating that there are no negative impacts on biodiversity, or that appropriate mitigation measures will be implemented to the satisfaction of the Bank. This will also be checked at allocation stage.

The works contracts will comply with the national law on labour and the ILO obligations, which have been ratified by Lebanon. The Promoter will be expected to incorporate the environmental and social standards of the Bank into contractual arrangements with future contractors for the Project. To this end, and updated, final version of the ESMF will be agreed with the Bank prior to first disbursement. The establishment and maintenance of a project worker grievance mechanism will be also be a continuous undertaking for the Promoter. These provisions should apply to the main contractors and subcontractors and will be monitored during the construction works.

Considering the above, the Project is acceptable for EIB financing from an environmental and social point of view.