**IRAQ: Emergency Operation for Development Project**

### PART A: GENERAL PROJECT AND SITE INFORMATION

<table>
<thead>
<tr>
<th><strong>INSTITUTIONAL &amp; ADMINISTRATIVE</strong></th>
<th><strong>IRAQ</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Country</strong></td>
<td>IRAQ</td>
</tr>
<tr>
<td><strong>Project title</strong></td>
<td>EMERGENCY OPERATION FOR DEVELOPMENT PROJECT (EODP): Rehabilitation of Khanaqin – Naft Khana Road in DIYALA GOVERNORATE</td>
</tr>
<tr>
<td><strong>Scope of project and activity</strong></td>
<td>The Khanaqin - Naft Khana road passes through Diyala governorate in north east of Iraq. Although the road is classified as a secondary road which is two lane single carriageway, it is considered vital since it connects the northern parts of Diyala governorate to its central and southern parts. Most of the road is totally distressed, damaged and suffer from rutting and cracks. Also, there are longitudinal and transverse cracks with width of 0.5-5 cm. In addition, there are shoving and depression at different parts of carriageway in particular in pavement areas over crossing drainage structures. Moreover, most of the culverts are blocked either by sedimentation or debris. The length of the road that needs maintenance is about 20 Km with a 7.5 meters wide and average of 2 meters shoulders for each side stabilized with granular materials. The road passes through a rolling area and valleys near Iraqi borders. The alternative road for this project will be Imam Ways- Khanaqin road. The alternative road is also paved and it is also passing through a semi-arid area that will not affect any crops.</td>
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<table>
<thead>
<tr>
<th><strong>Institutional arrangements (Name and contacts)</strong></th>
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</thead>
<tbody>
<tr>
<td><strong>Project Owner:</strong></td>
<td><strong>Local Counterpart(s):</strong></td>
<td><strong>PROJECT ENGINEER (Supervision):</strong></td>
</tr>
<tr>
<td>DIRECTORATE OF ROADS AND BRIDGES</td>
<td>Diyala Governorate</td>
<td></td>
</tr>
<tr>
<td>Person in Charge:</td>
<td>DIYALA Regional Office</td>
<td></td>
</tr>
<tr>
<td>Name, Title, Contacts</td>
<td>DIRECTORY OF ROADS AND BRIDGES</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Person in Charge</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Name, Title, Contact details</td>
<td></td>
</tr>
<tr>
<td><strong>Contractor</strong></td>
<td><strong>Local Site Supervision</strong></td>
<td><strong>PMT Supervision</strong></td>
</tr>
<tr>
<td>ASHOUR Co.</td>
<td>Eng. Leena A. Abdullah, Title, Directorate, Contact</td>
<td>Dr. Hussein Ali</td>
</tr>
<tr>
<td>Safeguard Supervision</td>
<td></td>
<td>Environmental and Social Safeguards Consultant</td>
</tr>
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<table>
<thead>
<tr>
<th><strong>Environmental and Social Management Implementation arrangements (Name and contacts)</strong></th>
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<tbody>
<tr>
<td><strong>Local Counterpart Supervision</strong></td>
<td><strong>Resident Engineer</strong></td>
<td></td>
</tr>
<tr>
<td>Eng. Essam Sameer Ramadhan</td>
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</tr>
<tr>
<td><strong>SITE DESCRIPTION</strong></td>
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<tr>
<td><strong>Name of site</strong></td>
<td>Khanaqin - Naft Khana road (Station 0+00 TO Station 20+00).</td>
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<tr>
<td><strong>Describe site location</strong></td>
<td>The Khanaqin-Naft Khana road passes through a rolling area and valleys near Iraqi borders. The project site is located within a rural area which is very sparsely populated. The nearest human settlement is a small town called Naft Khana which is located about 9 km from the station 0+00 from the road the project site.</td>
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<tr>
<td><strong>Who owns the land?</strong></td>
<td>The road was built on state owned land since 1980. The rehabilitation and maintenance will take place over 20 km (out of 62.5 km of the entire road) of the existing road. No temporary or permanent land acquisition is required at any stage of the project.</td>
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</tr>
<tr>
<td><strong>Description of geographic, physical, biological, geological, hydrogeology and socio-economic context</strong></td>
<td><strong>Geography:</strong> The project area is located within rural area and has some of mountains, cliffs, and valleys. <strong>Physical environment:</strong> Except for the normal road traffic, no sources for air pollution exist nearby the project site. The values of air parameters are considered within the natural levels. Similarly, noise levels nearby the project site are considered below the maximum allowable limits due to absence of any noise sources except the regular traffic. The nearest human settlement to the project site is 9 km. Air quality and noise near these settlements will not be negatively affected by the project. <strong>Geology:</strong> The area surrounding the road section represents a joining area of the flat areas that starting from the middle of Iraq till the mid-southern parts of the country and some of mountains, cliffs, and valleys.</td>
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</table>
**Hydrogeology:**
There are some canals that cross the road and these canals conveys the water from the mountains during spring season. Flooding of the road has not been reported in the past years. The depth of groundwater in the area ranges from 6 to 96 meters. In general, the groundwater near the project area is not used for human consumption or irrigation.

**Ecology:**
The project area is located in an arid and semi-arid ecosystem. No protected areas are located within the project site. No wildlife has been recorded. The exiting flora and fauna species are abundant in Iraq and are not classified as rare or endangered.

**Socio-economy:**
The nearest human settlement to the project site is Naft khana settlement about 9 km away. The community has a population of (2000), most of them are either are engineers, technical workers and some administrational jobs as they work in the Oil field.

The settlement may serve the project as a source for temporary unskilled daily labor, food supply and providing basic maintenance for some construction equipment.

Along the road section which will be rehabilitated, there are no roadside vendors, either licensed or non-licensed who would need to be displaced as a result of rehabilitation/construction activities.

Since the majority of workers will be from the nearby villages, there will be no need for any worker camps on site. However, temporary rest areas and temporary office will be established on the vacant areas along the road section under rehabilitation.

All lands which will be allocated for worker rest areas, site office and storage of equipment and material will be desert land owned by the state and free of any occupants or human activities.

**Locations and distance for material sourcing, especially aggregates, water, stones?**
The required construction materials are: Aggregates, gravel, asphalt, diesel fuel (for construction equipment) and water.

The construction material will be transported by trucks from the quarries (which are located in Imam Ways, about 45km away from site). The trucks will use the existing road (khanaqin – Naft Khana) to reach the site.

The fresh water will be provided by trucks from the Village of Naft Khana and will be stored on site in above ground plastic containers.
Drinking water will be provided to workers and engineers via bottled water which will be provided by a local supplier from Khanaqin City or Naft Khana.

<table>
<thead>
<tr>
<th>LEGISLATION</th>
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<tbody>
<tr>
<td><strong>Identify national &amp; local legislation &amp; permits that apply to project activity</strong></td>
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<tr>
<td>The main local legislation which will be applicable is Law no. 27 of 2009 for: Protection and Improvement of Environment. Also, Law no. 37 of 2008 for Ministry of Environment: Describes institutional arrangements of the Ministry of Environment and Outlines policies and roles and responsibilities toward protecting the environment. Moreover, Regulations no. 2 of 2001 for: Preserving water resources. Other relevant World Bank Operational laws and Policies such as Occupational Health and Safety and OP/BP 4.01 Environmental Assessment will also be applied.</td>
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<tr>
<th>PUBLIC CONSULTATION</th>
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<td><strong>Identify when / where the public consultation process took place</strong></td>
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<td>Due to the current security situation of the area, individual interviews with the local people were conducted. These interviews took place with dwellers of the Villages (Kani Masi and Belqana) and road drivers. Five dwellers and 5 road users were interviewed in the date of 21st of April 2016. A set of questions were prepared to cover the key environmental and social aspects related to the project. The questionnaire was addressed to a number of the local individuals in the surrounding community randomly to have their opinions and thoughts. To obtain sound and representative information on the possible socio-economic circumstances of the local community members, and better understand any possible adverse socio-economic effects of project activities on PAPs and the local community, local residents were consulted using face-to-face interviews with randomly selected individuals in the vicinity of the road and in different areas of the community. The questionnaire forms were distributed in the area for the locals along the road in order to reflect their opinion, suggestions, and objections (if exist) regarding the rehabilitation activities. According to the results revealed from these questioners, the local community individuals agreed that, the rehabilitation activities will have a positive impact on their social daily life. None of the locals expressed any reservations against the project and did not specify any negative impact that might affect him or his family. No environmental or social concerns were raised by the interviewed. However, they required adequate road signs and safety instructions</td>
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to be in place to avoid road accidents during road repair and later during road operation.

All interviewed persons expressed their demand to complete the road repair as soon as possible to improve their livelihood conditions.

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<tr>
<th>INSTITUTIONAL CAPACITY BUILDING</th>
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<tr>
<td>Will there be any capacity building?</td>
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## PART B: SAFEGUARDS SCREENING AND TRIGGERS

### ENVIRONMENTAL /SOCIAL SCREENING FOR SAFEGUARDS TRIGGERS

<table>
<thead>
<tr>
<th>Activity / Typology</th>
<th>Status</th>
<th>Triggered Actions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Reconstruction of urban, inter-urban or rural roads</td>
<td>[ x ] Yes [ ] No see Section A below</td>
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<tr>
<td>2. Reconstruction of private homes, housing estates or public buildings</td>
<td>[ ] Yes [ x ] No</td>
<td></td>
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<tr>
<td>3. Reconstruction of / impacts on surface drainage system</td>
<td>[ ] Yes [ x ] No</td>
<td></td>
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<tr>
<td>4. Activities in Historic building(s) and districts</td>
<td>[ ] Yes [ x ] No</td>
<td></td>
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<tr>
<td>5. Required acquisition of land(^1) or temporary / permanent impacts on livelihoods</td>
<td>[ ] Yes [ x ] No</td>
<td></td>
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<tr>
<td>6. Handling or presence of hazardous or toxic materials(^2)</td>
<td>[ x ] Yes [ ] No If “Yes”, see Section B below</td>
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<tr>
<td>7. Impacts on forests and/or protected areas</td>
<td>[ ] Yes [ x ] No</td>
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<tr>
<td>8. Risk of unexploded ordinance (UXO)</td>
<td>[ ] Yes [ x ] No</td>
<td></td>
</tr>
<tr>
<td>9. Traffic and Pedestrian Safety</td>
<td>[ x ] Yes [ ] No If “Yes”, see Section C below</td>
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1 Land acquisitions includes displacement of people, change of livelihood encroachment on private property this is to land that is purchased/transfered and affects people who are living and/or squatters and/or operate a business (kiosks) on land that is being acquired.

2 Toxic / hazardous material includes, but is not limited to, asbestos, toxic paints, noxious solvents, removal of lead paint, etc.
## PART C: MITIGATION MEASURES

<table>
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<tr>
<th>ACTIVITY</th>
<th>PARAMETER</th>
<th>MITIGATION MEASURES CHECKLIST</th>
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</thead>
</table>
| General Conditions                    | Notification and Worker Safety                  | a) The local construction and environment inspectorates and communities have been notified of upcoming activities (including the site of the works)  
 b) The public has been notified of the works through appropriate notification in the media and/or at publicly accessible sites
 c) All legally required permits have been acquired for rehabilitation 
 d) The Contractor formally agrees that all work will be carried out in a safe and disciplined manner designed to minimize impacts on neighboring residents and environment. 
 e) Workers’ PPE will comply with international good practice (always hardhats, as needed masks and safety glasses, harnesses and safety boots)  
 f) Appropriate signposting of the sites will inform workers of key rules and regulations to follow.                                                                 |
| A. General Rehabilitation and/or Construction Activities | Air Quality                                    | (a) During excavation works dust control measures shall be employed, e.g. by spraying and moistening the ground  
 (b) Demolition debris, excavated soil and aggregates shall be kept in controlled area and sprayed with water mist to reduce debris dust  
 (c) During pneumatic drilling or breaking of pavement dust shall be suppressed by ongoing water spraying  
 (d) The surrounding environment (sidewalks, roads) shall be kept free of soil and debris to minimize dust  
 (e) There will be no open burning of construction / waste material at the site  
 (f) All machinery will comply with Iraq emission regulations, shall be well maintained and serviced and there will be no excessive idling of construction vehicles at sites. |
|                                        | Noise                                          | (a) Construction noise will be limited to restricted times agreed to in the permit  
 (b) During operations the engine covers of generators, air compressors and other powered mechanical equipment shall be closed, and equipment placed as far away from residential areas as possible. |
|                                        | Water Quality                                   | (a) Sewage from construction offices and rest areas will be collected and transferred by trucks to the nearest sewage treatment plant.                                                                                          |
|                                        | Waste management                                | (a) Waste collection and disposal pathways and sites will be identified for all major waste types expected from excavation, demolition and construction activities.  
 (b) Construction and demolition wastes will be separated from general refuse, organic, liquid and chemical wastes by on-site sorting and stored in appropriate containers  
 (c) Construction waste will be collected and disposed properly by licensed collectors  
 (d) The records of waste disposal will be maintained as proof for proper management as designed. |
<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>PARAMETER</th>
<th>MITIGATION MEASURES CHECKLIST</th>
</tr>
</thead>
</table>
| B. Toxic materials       | Toxic / hazardous waste management            | (a) Temporarily storage on site of all hazardous or toxic substances will be in safe containers labeled with details of composition, properties and handling information  
(b) The containers of hazardous substances shall be placed in an leak-proof container to prevent spillage  
(c) The wastes shall be transported by specially licensed carriers and disposed in a licensed facility.  
(d) Paints with toxic ingredients or solvents or lead-based paints will not be used |
| C. Traffic and pedestrian safety | Direct or indirect hazards to public traffic and pedestrians by construction activities | (a) In compliance with national regulations the Contractor will insure that the construction site is properly secured and construction related traffic regulated.  
(b) The site will be clearly visible and the public warned of all potential hazards by signposting and barriers / fencing  
(c) Traffic management system and staff training, especially for site access and near-site heavy traffic. Provision of safe passages and crossings for pedestrians where construction traffic interferes.  
(d) Adjustment of working hours to local traffic patterns, e.g. avoiding major transport activities during rush hours or times of livestock movement  
(e) If required, active traffic management by trained and visible staff at the site for safe passage for the public  
(f) Ensuring safe and continuous access to all adjacent office facilities, shops and residences during construction |
Table A. Environmental and Social Management Plan: Mitigation Measures during backlog works and repairs stage.

<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Impacts</th>
<th>Mitigation Measures</th>
<th>Monitoring</th>
<th>Responsibility</th>
<th>Additional Cost in USD</th>
</tr>
</thead>
</table>
| 1   | Generation, storage, disposal of construction and domestic waste | - Waste minimization  
- Storage of construction waste in locations pre-agreed with the local communities  
- Waste disposal in designated locations  
- Avoid disposal Valleys  
- Waste from cleaning of blocked drainage should be disposed at vacant land agreed with the local populations  
- Coarse and fine waste materials should be used as filling, construction and stabilization material  
- Handling of liquid waste in sealed containers  
- Solid and liquid waste management plan | - Maintaining a record of type, quantity, and disposal location of solid and liquid waste generation  
- Site inspections  
- *Frequency: Twice a month* | Contractor           | Will be part of the contract. Bidders will be able to cost this item in their bids. Expected additional cost of USD 3,000 |
| 2   | Landslides, soil erosion, and Visual intrusion             | - Construction and repairs of retaining walls  
- Restoration of drainage systems  
- Restoration of vegetative cover | - Site inspection and photographic documentation of excavation and maintenance activities  
- Photographic documentation of planting and re-vegetation activities  
- *Frequency: Once a week* | Contractor           | Cost of full time environmental and social monitoring specialists, camera and vehicle (50,000 USD for all monitoring activities) |
<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Impacts</th>
<th>Mitigation Measures</th>
<th>Monitoring</th>
<th>Responsibility</th>
<th>Additional Cost in USD</th>
<th>Monitoring</th>
</tr>
</thead>
</table>
| 3   | Deterioration of air quality             | • Usage of well-maintained equipment  
• Using good quality fuel to reduce exhaust emissions.  
• Water spraying for dust control  
• Cleaning of vehicle tires  
• Covering of trucks carrying fine grade construction materials  
• Avoiding earthworks near settlements and dust generation  
• Frequency: Once a week | • Visual observation and photographic documentation of equipment induced emissions and dust clouds from works and trucks  
• Site supervision, inspection and photographic documentation of equipment induced emissions and dust clouds from works and trucks  
• Site inspection and photo documentation of re-vegetation activities  
• Checking on culverts particularly following rainfall events  
• Frequency: Twice a month during the rainy season | Contractors  
Resident Engineer | Will be part of the works contract. Expected additional costs: 2,000 USD | Cost of full time environmental and social monitoring specialists, camera and vehicle. |
| 4   | Increased level of noise                 | • Usage of quiet/well-maintained equipment  
• Limiting noisy activities to normal daylight hours  
• Provision of speed limit signs at critical locations  
• Informing local population about noisy road works | • Site supervision, inspection and photographic documentation of equipment induced emissions and dust clouds from works and trucks  
• Site supervision, inspection and photographic documentation of equipment induced emissions and dust clouds from works and trucks  
• Site inspection and photo documentation of re-vegetation activities  
• Checking on culverts particularly following rainfall events  
• Frequency: Twice a month during the rainy season | Contractor  
Resident Engineer in coordination with the Contractor | Will be part of the contract. Bidders will be able to cost this item in their bids. Expected additional cost: 2,000 USD | Cost of full time environmental and social monitoring specialists, camera and vehicle. |
| 5   | Disruption of the runoff water and drainage systems | • Proper side sloping of the road to prevent the accumulation of water on the road surface  
• Re-vegetation of disturbed soils  
• Keeping the drainage ditches and culverts unblocked | • Site inspection and photo documentation of water harvesting activities and re-vegetation activities  
• Site inspection and photo documentation of water harvesting activities and re-vegetation activities  
• Checking on culverts particularly following rainfall events  
• Frequency: Twice a month during the rainy season | Contractor in coordination with Supervision Engineer  
Resident Engineer | Will be part of the contract. Bidders will be able to cost this item in their bids. Additional cost (re-vegetation): 1,000 USD | Cost of full time environmental and social monitoring specialists, camera and vehicle. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Impacts</th>
<th>Mitigation Measures</th>
<th>Monitoring</th>
<th>Responsibility</th>
<th>Additional Cost in USD</th>
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</thead>
</table>
| 6   | Deterioration of groundwater quality | • Storage of liquid materials (especially hydrocarbons) in sealed containers.  
• Application of liquid fuels and oils in sealed and paved areas with sump.  
• Refueling in sealed locations  
• Development and implementation of Waste management plan. | • Monitoring water quality of the groundwater wells  
• Monitoring of fuel and oil handling and storage.  
• *Frequency: Once every month* | Contractor in coordination with Supervision Engineer  
Resident Engineer | Will be part of the works contract.  
Bidders will be able to cost this item in their bids.  
Expected additional costs: 2,000 USD (incl. water sampling and analysis) |
| 7   | Damage to fauna, flora          | • Placing speed limit signs and planting trees at critical locations and known animal crossing pathways  
• Waste and spoil cannot be dumped near valleys  
• Keeping culverts unblocked to facilitate amphibians crossing  
• Restoring affected land along the road alignment to the preconstruction status  
• Preventing leakages of fuel | • Site inspection and photographic documentation of the condition of culverts  
• Monitoring of replanting activities  
• Checking records of spillages and animal killings  
• *Frequency: Once every two weeks* | Contractor in coordination with Supervision Engineer  
Resident Engineer | Will be part of the works contract.  
Expected additional costs: 1,000 USD |
| 8   | Disruption of traffic          | • Informing the public about schedule of repair and maintenance works  
• Provision of temporary alternative access roads/ by-passes  
• On the spot traffic management  
• Ensure traffic safety | • Site inspection and photographic documentation  
• *Frequency: Weekly (including photo evidence)* | Contractor in coordination with the Local Traffic Department  
Resident Engineer | Will be part of the contract.  
Bidders will be able to cost this item in their bids.  
Additional costs: 2,000 USD |

Cost of full time environmental monitoring specialist, camera and vehicle.
<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Impacts</th>
<th>Mitigation Measures</th>
<th>Monitoring</th>
<th>Responsibility</th>
<th>Additional Cost in USD</th>
<th>Notes</th>
</tr>
</thead>
</table>
| 9   | Deterioration of health & safety conditions | • Provision and use of personal protective equipment to workers  
• Installing construction and warning signs  
• Retaining walls and gabions to prevent landslides  
• Speed limit bumps in settlements  
• Installing barriers in sharp curves | • Inspection and photo evidence  
• Maintaining records of injuries and accidents with cause and location  
• **Frequency:** Weekly for each road under repairs | Contractor | Will be part of the contract. Bidders will be able to cost this item in their bids. | Cost of full time environmental and social monitoring specialists, camera and vehicle. |
| 10  | Social Impacts                    | • Coordinating with the public schedule of maintenance activities in residential areas  
• Employ local workers  
• Provide alternative access roads/by-passes  
• Traffic management  
• Workers’ camps have to be located away from settlements  
• Camps must be equipped with sealed septic tanks and waste containers. | • Site inspection and documentation of community activities along roads.  
• Inspections of worker camps  
• **Frequency:** Bi-weekly | Contractor in coordination with Supervision Engineer | Will be part of the contract. Bidders will be able to cost this item in their bids. | Expected additional cost: 2,000 USD |

**Expected additional mitigation costs:**

**Expected monitoring costs:**

<p>| USD 15,000 |
| USD 20,000 |</p>
<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Impacts</th>
<th>Mitigation Measures</th>
<th>Monitoring</th>
<th>Responsibility</th>
<th>Additional Mitigation measures</th>
<th>Cost in USD</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Generation, storage, disposal of construction and domestic waste</td>
<td>• Waste minimization</td>
<td>• Maintaining a record of type, quantity, and disposal location of solid and liquid waste generation</td>
<td>Contractor</td>
<td>Resident Engineer</td>
<td>Will be part of the contract.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Storage of construction waste in locations pre-agreed with the local communities</td>
<td></td>
<td></td>
<td></td>
<td>Cost of part time environmental and social monitoring specialists, camera and vehicle.</td>
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<tr>
<td></td>
<td></td>
<td>• Avoid disposal in un designated areas or in valleys</td>
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<td></td>
<td>• Waste disposal in designated locations</td>
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<td></td>
<td></td>
<td>• Handling of liquid waste in sealed containers</td>
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<td>2</td>
<td>Landslides, soil erosion, and Visual intrusion</td>
<td>• Repairs of retaining walls</td>
<td>• Site inspection and photographic documentation of maintenance activities</td>
<td>contractor</td>
<td>Resident Engineer</td>
<td>Will be part of the contract.</td>
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<td></td>
<td></td>
<td>• Restoration of riprap and stone pitching</td>
<td>• Photographic documentation of planting and re-vegetation activities</td>
<td></td>
<td></td>
<td>Cost of part time environmental and social monitoring specialists, camera and vehicle.</td>
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<tr>
<td></td>
<td></td>
<td>• Cleaning and repairs of drainage systems</td>
<td>• Frequency: Once a month</td>
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<td></td>
<td></td>
<td>• Restoration of vegetative cover</td>
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<tr>
<td>3</td>
<td>Deterioration of air quality</td>
<td>• Usage of well-maintained equipment</td>
<td>• Visual observation and photographic documentation of equipment induced emissions and dust clouds from works and trucks</td>
<td>Contractor</td>
<td>Resident Engineer</td>
<td>Will be part of the works contract.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Water spraying for dust control</td>
<td>• Frequency: Once a month</td>
<td></td>
<td></td>
<td>Cost of part time environmental and social monitoring specialists, camera and vehicle.</td>
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<tr>
<td></td>
<td></td>
<td>• Using good quality fuel to reduce exhaust emissions.</td>
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<td>• Cleaning vehicle tires</td>
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<td></td>
<td>• Covering of trucks carrying fine grade construction materials</td>
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</tr>
<tr>
<td>4</td>
<td>Increased level of noise</td>
<td>• Usage of quiet/well-maintained equipment</td>
<td>• Site and documents inspections</td>
<td>Contractor</td>
<td>Resident Engineer</td>
<td>Will be part of the contract.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Informing local population about noisy road works</td>
<td>• Frequency: Once a month</td>
<td></td>
<td></td>
<td>Cost of part time environmental and social monitoring specialists, camera and vehicle.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Limiting noisy activities to normal daylight hours</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Provision of speed limit signs at critical locations</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>No.</td>
<td>Potential Impacts</td>
<td>Mitigation Measures</td>
<td>Monitoring</td>
<td>Responsibility</td>
<td>Additional Cost in USD</td>
<td></td>
</tr>
<tr>
<td>-----</td>
<td>------------------</td>
<td>---------------------</td>
<td>------------</td>
<td>----------------</td>
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<td></td>
</tr>
</tbody>
</table>
| 5   | Disruption of the runoff water and drainage systems | • Keeping the drainage ditches and culverts unblocked | • Checking on culverts particularly following rainfall events  
• *Frequency: Once a month during the rainy season* | Contractor in coordination with Supervision Engineer | Cost of part time environmental and social monitoring specialists, camera and vehicle. |
| 6   | Deterioration of groundwater quality | • Storage of liquid materials (especially hydrocarbons) in sealed containers.  
• Application of liquid fuels and oils in sealed areas with sump.  
• Refueling in sealed locations | • Monitoring of fuel and oil handling and storage.  
• *Frequency: Once a month* | Contractor in coordination with Supervision Engineer | Cost of part time environmental monitoring specialist, camera and vehicle. |
| 7   | Damage to fauna, flora | • Keeping culverts unblocked to facilitate amphibians crossing  
• Preventing leakages of fuel | • Site inspection and photographic documentation of the condition of culverts  
• Checking records of spillages and animal killings  
• *Frequency: Once a month* | Contractor in coordination with Supervision Engineer | Cost of part time environmental and social monitoring specialists, camera and vehicle. |
| 8   | Disruption of traffic | • Informing the public about schedule of maintenance works  
• On the spot traffic management | • Site supervision-inspection and photographic documentation  
• *Frequency: Monthly for each road under maintenance* | Contractor in coordination with Supervision Engineer | Cost of part time environmental and social monitoring specialists, camera and vehicle. |
| 9   | Deterioration of health & safety conditions | • Provision and use of personal protective equipment to workers  
• Installing construction and warning signs near markets, schools, health centers, pastures, firewood sites | • Inspection and photo evidence  
• *Frequency: Once every month for each road under maintenance* | Contractor | Cost of part time environmental and social monitoring specialists, camera and vehicle. |
<table>
<thead>
<tr>
<th>No.</th>
<th>Potential Impacts</th>
<th>Mitigation Measures</th>
<th>Monitoring</th>
<th>Responsibility</th>
<th>Additional Cost in USD</th>
</tr>
</thead>
</table>
| 10  | Social Impacts    | • Coordinating with the public the schedule of maintenance activities in residential areas  
• Awareness on road maintenance  
• Traffic management  
• Camps (if any) must be equipped with sealed septic tanks and waste containers.  
• *Frequency: Once a month*  | • Site inspection and documentation of community activities along roads.  
• *Contractor in coordination with Supervision Engineer*  
• *Resident Engineer*  | Will be part of the contract.  | Cost of part time environmental and social monitoring specialists, camera and vehicle. |
Annex 1:

Iraqi legal and regulatory framework

- Iraqi environmental legislations.

The work during rehabilitation and operation must follow the Iraqi laws and regulations for the environmental standards. These are:

- Laws of the environment protection No.3 issued in 1997 and the published regulations. No environmental regulations for gaseous emissions, noise and other air pollution standards are in force and legally binding. However, limits for water disposal in any surface waters and main sewers are regulated according to the regulations no. (25)/1967 and their update modifications released from the ministry of health and the ministry of the environment. Regulations of the MOE on sanitary waste must be followed, and for the rubbles (construction & demolition waste) the regulations, legislations and instruction of both MOHE and MOCHPM.

Table (10) represents the applicable Iraqi’s laws applicable to such activity.

<table>
<thead>
<tr>
<th>Applicable Iraqi laws</th>
</tr>
</thead>
<tbody>
<tr>
<td>Law no. 37 of 2008 for Ministry of Environment: Describes institutional arrangements of the Ministry of Environment and Outlines policies and roles and responsibilities toward protecting the environment.</td>
</tr>
<tr>
<td>Regulations no. 2 of 2001 for: Preserving water resources.</td>
</tr>
<tr>
<td>Law no. 27 of 2009 for: Protection and Improvement of Environment</td>
</tr>
</tbody>
</table>

For legal aspects, the work during rehabilitation and operation must follow the Iraqi laws and regulations for the Environmental Standards. These are laws of the environment protection No.3 issued in 1997 and the published regulations. No environmental regulations for gaseous emissions, noise and other air pollution standards are in force and legally binding. However, limits for water disposal in any surface waters and main sewers are regulated according to the regulations no. (25)/1967 and their update modifications released from the ministry of health and the environment. Law of heritage and antiques no. (55) Issued in 2002, while for a sanitary waste (municipal) the regulations of the MOHE must be followed, and for
the rubbles (construction & demolition waste) the regulations, legislations and instruction of both MOHE and MOCHPM must be followed. It should be noted that legislation relating to social safeguards issued in Iraq since 2003 has focused primarily on the ratification of international conventions and protocols on issues such as cultural heritage. As yet there are no formally adopted requirements for social assessments relating to road works. Hence, social safeguards issues remain very largely uncovered except to the extent they are referred to under environmental laws.

The World Bank Safeguards Policies

The World Bank has many operational safeguard policies which apply to various development projects which the Bank is either implementing or funding. The purpose of these policies is to ensure that social and environmental risks are prevented or at least minimized while increasing socio-economic benefits of approved projects in addition to preserving the environment. These policies have been a means to increase the effectiveness and positive impacts of development projects and programs supported by the Bank. The Bank’s safeguard policies included within the project are listed in table (11):

<table>
<thead>
<tr>
<th>Table 11: World Bank Operational Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operational Policies (OP)</td>
</tr>
<tr>
<td>• OP/BP 4.01 Environmental Assessment</td>
</tr>
<tr>
<td>Social Policies</td>
</tr>
<tr>
<td>• OP/BP 4.12 Involuntary Resettlement</td>
</tr>
</tbody>
</table>

1. **OP/BP 4.01** - the key Operational Policy describing the environmental assessment procedure. The Bank requires environmental assessment of projects proposed for Bank financing. The objectives of the EA are to:
   a. Ensure that projects proposed for Bank financing are environmentally and socially sound and sustainable.
   b. Inform decision makers of the nature of environmental and social risks.
   c. Increase transparency and participation of stakeholders in the decision-making process.

2. **OP/BP 4.12** the key Operational Policy describing the involuntary resettlement which focuses on the following principles:
- Involuntary resettlement is avoided wherever feasible, or minimized, exploring all viable alternative project designs;

- Where it is not feasible to avoid involuntary resettlement, activities are conceived and executed as sustainable development programs. Displaced persons are to be meaningfully consulted and have opportunities to participate in the planning and implementing of resettlement programs affecting them; and

- Displaced persons are assisted in their efforts to improve their livelihoods and standards of living, or at least to restore them, in real terms, to pre-displacement levels or to levels prevailing prior to the beginning of project implementation, whichever is higher. The mechanism of assisting displaced persons is based on full and prior mitigation and compensation for loss of assets or livelihoods.

- OP 4.12 applies whenever, in a Bank-financed project, land is acquired involuntarily or access is restricted in legally designated parks or protected areas.

Bank procedures require that Grievance Redress Mechanisms (GRMs) be established and operational prior to commencement of the project, and that they continue to operate for one year following completion of the works. A checklist of issues to be considered in the design of the GRMs includes the following:

- An inventory of any reliable conflict mediation organizations or procedures in the project area is undertaken and an assessment made to determine if any of these entities or procedures might be used, ensuring that complaints were received and addressed in an effective, timely and transparent manner.

- Good practice is to ensure that PAPs can apply orally and in the local language and to impose explicit time limits for responding to grievances received. Appeal procedures need to be specified, and this information is made publicly available therefore, allow for both verbal and written grievances to be lodged with the local project authorities, who will transmit these to the local level committee for review, consideration and response.
Location (using Google earth)
Annex 2: Occupational Health's' and Safety

The objectives of occupational health and safety (OHS) procedures plan that should be applied for the project are to:

1. Develop, in the workplace, a collaborative approach to managing Occupational health and Safety between management and workers.
2. Provide and maintain safe working procedures and operations.
3. Ensure awareness of all potential work related risks and hazards and to develop preventive strategies against these risks and hazard.
4. Provide appropriate training to all concerned to work safely and effectively.
5. Maintain a constant and continuing interest in the improvement of occupational health and safety performance and to provide the required resources necessary for the implementation and maintenance of the OHS plan.

For the projects of the Rehabilitation of Civil Works Project, the occupational health and safety primarily focuses on work equipment and protective gear. The following section provides guidelines for work equipment, and safety and health signs.

Safety Guidelines for Work Equipment

It is the Contractor's obligation that every possible measure is taken to ensure the safety of the work equipment made available to workers. During the selection of the work equipment the employer shall pay attention to the specific working conditions, which exist at the workplace, especially in relation to safety and health of workers. A brief list of work equipment safety issues is given below:

1. Work equipment control devices which affect safety must be clearly visible and identifiable and appropriately marked where necessary.
2. Work equipment presenting hazards due to emissions of gas, vapor, liquid or dust must be fitted with appropriate containment and/or extraction devices near the sources of the hazard.
3. Where there is a risk of mechanical contact with moving parts of work equipment, which could lead to accidents, those parts must be provided with guards or devices to prevent access to danger zones or to halt movements of dangerous parts before the danger zones are reached.
4. Work equipment may be used only for operations and under conditions for which it is appropriate.
5. Work equipment must bear the warnings and markings essential to ensure the safety of workers.
6. All work equipment must be appropriate for protecting workers against the risk of the work equipment catching fire or overheating, or of discharges of gas, dust, liquid, vapor or other substances produced, used or stored in the work equipment.
7. All work equipment must be appropriate for preventing the risk of explosion of the work equipment or of substances produced, used or stored in the work equipment.
8. All work equipment must be appropriate for protecting exposed workers against the risk of direct or indirect contact with electricity.
9. Mobile work equipment such as Bulldozer or Road Rollers with ride-on workers must be designed to restrict, under actual conditions of use, the risks arising from work equipment roll-over.
10. Fork-lift trucks carrying one or more workers must be adapted or equipped to limit the risk of the fork-lift truck overturning.
11. Self-propelled work equipment, such as percussion drills, which may, when in motion, engender risks for persons must have facilities for unauthorized start-up.
12. Machinery for lifting loads, such as Crane, must be clearly marked to indicate its nominal load, and must where appropriate be fitted with a load plate giving the nominal load for each configuration of the machinery.
13. Work equipment must be erected or dismantled under safe conditions, in particular observing any instructions, which may have been furnished by the manufacturer.
14. First aid facilities must be available on site at all times.
15. All equipment is maintained in a safe operating condition.
16. Personal Protective Equipment (PPE) available for all construction staff. Helmets and safety shoes must be worn at all times and other PPE worn were necessary i.e. dust masks, ear plugs etc.
17. Adequate warning signs of hazardous working areas.
18. Emergency numbers for local police and fire department will be placed in a prominent area.
19. Firefighting equipment will be placed in prominent positions across the site where it is easily accessible. This includes fire extinguishers, a fire blanket as well as a water tank.
20. No open fires will be allowed on site.
Annex 3: Consultation with the Public
الاسم: محمد علي عبد الله
المهنة: مهندس / الإدارة المدنية المطلقة - كا ماس
تاريخ الزيارة: 14/3/2021

1: هل تعتبر أن عملية إعادة بناء الجسر / الطريق له اثار ايجابية من الناحية الاجتماعية على السكان القاطنين في المناطق المحيطة بالجسر / الطريق؟
نعم
كلا

2: هل هناك ادعائات أو متطلبات من قبل السكان المحليين بائدة الأرض المقام عليها الجسر / الطريق؟
نعم
كلا

3.1: بسباب أعمال إعادة البناء للجسر / الطريق هل تم عملية إزالة لباسموزات زراعية أو أشجار أو أي عطاء طبيعي تعود عائحةه لمواطنيه أو السكان المحليين؟
نعم
كلا

4: هل تضررت مصالح المواطنين القاطنين بالقرب من الجسر / الطريق بسبب أعمال إعادة البناء؟
نعم
كلا

5: هل هناك أي بنية تحتية مؤقتة أو دائمة تلعب دورا أساسيا في النشاطات الحيوية اليومية للسكان ستأثر بعملية تأهيل الجسر / الطريق؟
نعم
كلا

6: هل إن أعمال إعادة اعمال الجسر / الطريق متسببة بالإجراءات إعادة تموقع لشخص (وأو) لأشخاص إلى مناطق جديدة؟
نعم
كلا

7: هل تم عملية استخدام منطقة بناء الجسر / الطريق بطريقة ما من قبل السكان المحليين ،علما أن الأرض تابعة للدولة؟
نعم
كلا

8: هل توقع وجود تأثيرات اجتماعية سلبية بالمنطقة نتيجة أعمال إعادة التأهيل؟
نعم
كلا
س: هل هناك تغييرات ديموغرافية أو ضرر في السكين الاجتماعي من جراء أعمال إعادة التأهيل؟
نعم
س: ما هي المفاهيم الأكثر ضخامة وهشاشة التي قد تتأثر بإعمال إعادة الإعمار؟
نعم
س: هل سيتعزز المشروع من عمليات النقل و تقل من العزلة الاجتماعية الموجودة بالقرب من منطقة الجسر / الطريق؟
نعم
س: هل يحتاج الممتلكين بالقرب من الجسر / الطريق إلى وضع إرشادات تطبيقية أو استشارات لزيادة معدلات الأمان والامان لمستخدمي الجسر / الطريق?
نعم

المراجع:
 пользу من مدير
الاسم: علي خليل السيد
المهنة: محرر
تاريخ الزيارة: 31/8/2013

س١: هل تعتقد أن عملية إعادة بناء الجسر / الطريق له آثار إيجابية من الناحية الاجتماعية على السكان القاطنين في المناطق المحيطة بالجسر / الطريق؟
نعم

س٢: هل هناك ادعاءات أو مطالبات من قبل السكان المحليين باتباعة الأراضي المقام عليها الجسر / الطريق؟
نعم

س٣: بسبب أعمال إعادة البناء للجسر / الطريق هل تم عملية إزالة لمحاصيل زراعية أو أشجار أو أي أشجار نباتية تعود عائشة إما إلى مواطنين أو السكان المحليين؟
نعم

س٤: هل تضررت مصالح المواطنين القاطنين بالقرب من الجسر / الطريق بسبب أعمال إعادة البناء؟
نعم

س٥: هل هناك أي بنى تحتية مؤقتة أو دائمة تلعب دورا أساسيا في النشاطات الحياتية اليومية للسكان ستناثر بعملية تأهيل الجسر / الطريق؟
نعم

س٦: هل إن أعمال إعادة اعمار الجسر / الطريق ستسبب بإجراءات إعادة توطين لشخص (وأو) لأشخاص إلى مناطق جديدة؟
نعم

س٧: هل تم استخدام منطقة بناء الجسر / الطريق بطريقة ما من قبل السكان المحليين، على أن الأراضي تابعة للدولة؟
نعم

س٨: هل تتوقع وجود تأثيرات اجتماعية سلبية بالمنطقة نتيجة أعمال إعادة التأهيل؟ ما هي؟
نعم
۲۷

س۹: هل هناك تغييرات ديموغرافية أو ضرر في النسيج الاجتماعي من جراء اعمال إعادة التأهيل؟
نعم
كلا

س۱۰: ما هي المجمعا الأكثر ضعفا و هشاشة التي من المحتمل ان تتأثر باعمال إعادة الاعمار؟
نعم
كلا

س۱۱: هل سيعزز المشروع من عمليات التنقل و تقلل من انزلاقي المنتجات الموجودة بالقرب من منطقه الجسر/الطريق؟
نعم
كلا

س۱۲: هل يحتاج الموظفون المعنيون بالقرب من الجسر/الطريق الى وضع اعلانات تحذيرية او استدلالية للزيادة معدات الانه و الازمة لاستخدام الجسر/الطريق
نعم
كلا

المواليم
علي طه بير
الاسم: محمد محمد
المهنة: موظف
تعداد: 1
تاريخ الزيارة: 1/8/2018

1: هل تعتبر أن عملية إعادة بناء الجسر / الطريق له أثار إيجابية من الناحية الاجتماعية على السكان القاطنين في المناطق المحيطة بالجسر / الطريق؟
نعم
كل

2: هل هناك ادعاءات أو مطالبات من قبل السكان المحليين بعتقدية الأرض المقام عليها الجسر / الطريق؟
نعم
كل

3: بسبب أعمال إعادة البناء للجسر / الطريق هل تم تنفيذ عملية إزالة لمحاسيل زراعية أو أشجار أو أي عطاء نباتي تعود عائشة его المواطنين أو السكان المحليين؟
نعم
كل

4: هل تضررت مصالح المواطنين القاطنين بالقرب من الجسر / الطريق بسبب أعمال إعادة البناء؟
نعم
كل

5: هل هناك أي بني تحتية موقعة أو دائمة تلعب دوراً أساسيًا في النشاطات اليومية للسكان ستتأثر بعملية تأهيل الجسر / الطريق؟
نعم
كل

6: هل ان أعمال إعادة اعمار الجسر / الطريق تستجيب لإجراءات إعادة توطين لأشخاص (رجال) لأشخاص
إطارات جديدة؟
نعم
كل

7: هل تم استخدام منطقة بناء الجسر / الطريق بطريقة ما من قبل السكان المحليين، علماً أن
الأرض تابعة للدولة؟
نعم
كل

8: هل توقع وجود تأثيرات اجتماعية سلبية بالمنطقة نتيجة أعمال إعادة التأهيل مثلاً؟
نعم
كل
س30: هل هناك تغييرات ديموغرافية أو ضرر في النشأة الاجتماعية من جراء أعمال إعادة التأهيل؟
نعم
س31: هل تؤثر أي جماعات أو صفوف من المحتاجين أو المحتجين على أي من أعمال إعادة الإعمار؟
نعم
س32: هل سيتم مشروع من عمليات النقل والبناء من العزلة بمجرد أن يوجد أقرب من منطقة الجسر / الطريق?
نعم
س33: هل يحتاج المواطنين المقيمين بالقرب من الجسر / الطريق إلى وضع إشعارات تجارية أو إرشادية لزيادة معدلات الأمن والسلامة في استخدام الجسر / الطريق.
نعم
الاسم: هچير مريم فهاد
المهنة: كابل / أصول بكالوريوس
تاريخ الزيارة: 16/6/2012

1: هل تعتبر أن عملية إعادة بناء الجسر / الطريق لها تأثير إيجابي من الناحية الاجتماعية على السكان القاطنين في المناطق المحيطة بالجسر / الطريق؟
نعم / كلا

2: هل هناك ادعاءات أو مطالب من قبل السكان المحليين بتعويض الأرض المقام عليها الجسر / الطريق؟
نعم / كلا

3: بسبب اعمال إعادة بناء الجسر / الطريق هل تمت عملية إزالة لمحااصيل زراعية أو أشجار أو أي غطاء طبيعي تعود عائديته لمواطنين أو السكان المحليين؟
نعم / كلا

4: هل تضررت مصالح المواطنين القاطنين بالقرب من الجسر / الطريق بسبب اعمال إعادة البناء؟
نعم / كلا

5: هل هناك أي بنى تحتية مؤقتة أو دائمة تلعب دورا أساسيا في النشاطات اليومية للسكان تستثمر بعملية تأهيل الجسر / الطريق؟
نعم / كلا

6: هل كان أن اعمال إعادة اعمار الجسر / الطريق ستسبب بإجراءات إعادة توطين لأشخاص (واو) لأشخاص الى مناطق جديدة؟
نعم / كلا

7: هل تمت عملية استخدام منطقة بناء الجسر / الطريق بطريقة ما من قبل السكان المحليين، علما أن الأرض تابعة للدولة؟
نعم / كلا

8: هل تتوقع وجود تأثيرات اجتماعية سلبية بالمنطقة نتيجة اعمال إعادة التأهيل؟
نعم / كلا
س. 9: هل هناك تغييرات دموغرافية أو ضرر في النسيج الاجتماعي من جراء اعمال إعادة التأهيل؟
نعم
كلاً

س. 10: يتأثر المجتمع الأكثر ضعفاً و هشاشة التي من المحتمل أن تتأثر بإعمال إعادة الاعمار؟
نعم
كلاً

س. 11: هل سيؤثر المشروع على عمليات النقل و نقل من العزلية المجتمعي الموجود بالقرب من منطقة الجسر / الطريق؟
نعم
كلاً

س. 12: هل يحتاج المواطنين المقيمين بالقرب من الجسر / الطريق إلى وضع اعلامات تحذيرية أو استدلالية لزيادة معدلات الأمان و الأمان لمستخدمي الجسر / الطريق
نعم
كلاً

الموافق

[ลาย]

[توقيع]

[توقيع]
الاسم: سار جون علي
المهنة: موظف مهني، فترة قصيرة
تاريخ الزيارة: 20/6/13

س1: هل تعتبر أن عملية إعادة بناء الجسر / الطريق له آثار إيجابية من الناحية الاجتماعية على السكان القاطنين في المناطق المحيطة بالجسر / الطريق؟
نعم / كلا

س2: هل هناك ادعاءات أو مطالبات من قبل السكان المحليين بعائدات الأراضي المقام عليها الجسر / الطريق؟
نعم / كلا

س3: بسبب أعمال إعادة البناء للجسر / الطريق هل تحت عملية إزالة لمحاصيل زراعية أو أشجار أو أي غطاء نباتي تعود عائداتهم لمواطني أو السكان المحليين؟
نعم / كلا

س4: هل تضررت مصالح المواطنين القاطنين بالقرب من الجسر / الطريق بسبب أعمال إعادة البناء؟
نعم / كلا

س5: هل هناك أي بني تحتية مؤقتة أو دائمة تلعب دوراً أساسياً في النشاطات الحياتية اليومية للسكان ستتأثر بعملية تأهيل الجسر / الطريق؟
نعم / كلا

س6: هل أن أعمال إعادة انمار الجسر / الطريق ستسبب بإجراءات إعادة لتوزيع الأراضي للأشخاص إلى مناطق جديدة؟
نعم / كلا

س7: هل تمت عملية استخدام منطقة بناء الجسر / الطريق بطريقة ما من قبل السكان المحليين، علماً أن الأراضي تابعة للدولة؟
نعم / كلا

س8: هل توقع وجود تأثيرات إجتماعية سلبية بالمنطقة نتيجة أعمال إعادة التأهيل / ما هي؟
نعم / كلا
س 35: هل هناك تغييرات ديمغرافية أو ضرر في النسيج الاجتماعي من جراء أعمال إعادة التأهيل؟
نعم
كلا

س 36: وما هي المجتمعات الأكثر ضعفاً وهشة التي من المحتمل أن تتأثر بإعمال إعادة الأعمار؟
نعم
لا

س 37: هل سيزعج المشروع من عمليات التنقل وقليل من احتلالية المجتمعات الموجودة بالقرب من منطقة الجسر / الطريق؟
نعم
كلا

س 38: هل يحتاج المواطنون المقيمين بالقرب من الجسر / الطريق إلى وقوع اعلامات تحذيرية أو استدلالية لزيادة معدلات الامان و امن الانس لمستخدمي الجسر / الطريق
نعم
كلا

المؤثر
عاد، هنيء علي