

Lebanon Roads and Employment Project Frequently Asked Questions

1. What is the Roads and Employment Project (REP)?

The Lebanon Roads and Employment Project (REP) is a US\$200 million project that aims to improve transport connectivity along select paved road sections and create short-term jobs for the Lebanese and Syrians. The REP was approved by the World Bank (WB) Board of Executive Directors in February 2017 and ratified by the Lebanese Parliament in October 2018. The Project is co-financed by a US\$45.4 million grant contribution from the Global Concessional Financing Facility (GCFF) which provides concessional financing to middle income countries hosting large numbers of refugees at rates usually reserved for the poorest countries. The project is implemented by the Council for Development and Reconstruction (CDR) in coordination with the Ministry of Public Works and Transport (MPWT), noting that all the roads under the REP are under the jurisdiction of the MPWT.

In response to the devastating impact of the economic and financial crisis and the COVID-19 pandemic on the agriculture sector and food security, the project was restructured in March 2021: a third objective was added and a US\$10 million reallocation approved to provide direct support to farmers engaged in crop and livestock production (Please refer to questions # 18 to 26)

2. What are the Components of the Roads and Employment Project?

The REP originally had three components. Following its restructuring in March 2021, a fourth component was added to address the impact of the COVID-19 on the agriculture sector.

- (i) *Roads Rehabilitation and Maintenance (US\$178 million):* to finance works and related consultancy services for the rehabilitation and maintenance of about 500 km of primary, secondary, and tertiary roads, including road safety and spot improvements;
- (ii) *Improvement of the Ministry of Public Works and Transport's (MPWT) Road Emergency Response Capacity (US\$4.5 million),* especially during climate extremes;
- (iii) *Capacity Building and Implementation Support (US\$7.5 million):* to build the capacity of Lebanese agencies in planning and managing the road sector; and
- (iv) *Support to farmers engaged in crop and livestock production (US\$10 million):* to support continued agricultural production and vaccination of animals.

3. What is the geographical span of the project?

The project covers classified roads (based on MPWT's official road classification) in 25 districts (or cazas) throughout Lebanon: Jbeil, Kesrouane, Metn, Aley, Baabda, Chouf, Zahle, Bent jbeil, Hasbaya, Jezzine, Marjaoun, Nabatiye, Rachaya, Saida, Sour, West Bekaa, Akkar, Minieh-Danniyeh, Zgharta, Batroun, Bcharre, Koura, Tripoli, Baalbeck and Hermel.

The list of roads covered by the project is provide in Annex 1.



4. How were the roads selected?

The selection of roads was based on an evaluation study of the classified road network in Lebanon (excluding the coastal highway and international roads), using the road safety assessment method of the international Road Assessment Programme (iRAP). The assessment was prepared in 2016 by the University of Zagreb/Faculty of Transport and Traffic Sciences (FPZ) in Croatia and covered around 6,000 km of roads. FPZ is an accredited iRAP supplier with international experience; it has a developed system and a set of tools (based on EuroRAP/iRAP specifications) to prepare inspection data that is then used to calculate risks and identify priority network safety upgrading schemes and aid investment decisions. The visual surveys that were necessary for FPZ's assessment were sub-contracted to Khatib & Alami Consolidated Engineering Company s.a.l. and Dar Al-Handasah Nazih Taleb & Partners. As part of these surveys, short videos were taken while driving on the surveyed road sections, recording road surface conditions, the presence of pedestrian and traffic safety facilities, etc. Based on the surveyed information, traffic safety ratings were automatically generated for four different road users: vehicle occupants, pedestrians, motorcyclists and bicyclists. A master list of candidate road sections was then presented based on: (i) the road pavement damage specified by iRap; (ii) the traffic safety level specified by iRap; and (iii) the annual average daily traffic as computed by FPZ based on existing traffic data. The selection methodology was agreed with the World Bank technical team, and the results were consequently reviewed.

The CDR then determined the budgets per Caza, with more funding allocated to cazas with more roads and where a larger number of poor-quality roads were detected. In June 2019, the Council of Ministers approved the methodology of road selection, the master list of candidate road sections under the REP, as well as the budget allocation for each caza. Building on the Council of Ministers' decision, and based on consultations with the MPWT, municipalities and union of municipalities, the CDR prioritised a short-list of roads from the master list. The World Bank team has conducted site visits to check the quality of the roads, confirm the need for rehabilitation, and the compliance with the selection criteria. Detailed surveys were subsequently done by the design consultants to confirm the status of the shortlisted roads and assess the needed interventions under the REP, which were subsequently reviewed by the World Bank. The selected roads were also screened against environmental and social exclusion criteria to avoid any negative impacts on any environmental or social sensitive receptors.

5. What type of works does the REP cover and how were the corresponding costs estimated?

Based on the quality of the roads and the level of damages and needs, specific road works were identified varying between: asphalt overlays, drainage works, base and subbase reconstruction, slope stabilization works, retaining walls, roadside improvements (sidewalks, planting trees, etc.), and road safety measures (road marking, guard rails, etc.). Considering the wide differences in rehabilitation needs, the associated costs vary widely from section to section, and a uniform cost per km could not be applied. Preliminary cost estimates were included in the list of roads approved by the Council of Ministers, and these estimates were updated once design consultants completed the detailed design and the Bills of Quantities for each selected road. The bidding documents, drawings, and bill of quantities were also reviewed by the World Bank.

6. What are the benefits of the project and how many days of work will the project create?

The project aims to improve transport connectivity along select paved road sections while creating short-term jobs for the Lebanese and Syrian. The civil works financed by the project are expected to create 1.5 million labor days, most of which for low-skilled Lebanese and Syrian workers. Substantial additional jobs will also be created in the supply chain industries as well as the engineering and consultancy services in Lebanon. The project will also benefit local industries supporting the construction sector (quarries, transportation, and cement) and local economies from improved connectivity and increased demand for local goods and services. Indeed, the Lebanese population as a whole and the Syrians in Lebanon, including women, will benefit from the project through improved connectivity, lower transport costs, and improved road safety. Furthermore, benefits from the enhanced response of the MPWT on mountain roads during extreme weather and snow events through the timely deployment of various types of equipment delivered by the project have already been documented.

The project will track the results of its activities on men and women. Data on women's participation and benefits from this project will be widely shared and publicly disclosed so that information can be used by other donors and agencies supporting the transport sector or otherwise aiming to promote gender equality in Lebanon.

7. How will the REP contribute to road safety improvements?

The REP supports the Government of Lebanon through a Technical Assistance to address road safety issues at the national level and to reduce the number of road traffic fatalities and serious injuries. This includes: (i) the development of national norms and standards for road safety; (ii) the development of a National Road Safety Master Plan and related Safe System Projects; and (iii) building capacity in crash data management and road infrastructure safety management. All roads subprojects were also screened to identify road safety concerns that needed attention during the final design stages before the roads are

rehabilitated. Works on the pavement surface will include traffic and pedestrian safety measures such as pavement markings and signing that provide guidance to pedestrians and drivers. Contracts under this project are also explicit in their directions to the contractors for road safety at the work sites, traffic management being an important road safety consideration during construction.

8. What equipment did the project deliver?

Four packages of equipment have been awarded and delivered. These include:

- 10 snow blowers delivered on February 3, 2020 to the regional offices of the MPWT in Dahr el Baydar, Mrouj – Zaarour, Ehden, Ehmej – Laqlouq, El Arz, Mdayrej, Faraya – Oyouen el Simane, Tarchich, Maaser el Chouf, Ainata – El Arz;
- 15 wheel loaders delivered on February 6, 2020 to the regional offices of the MPWT in Zahle – Karak, Dahr el Baydar, Mrouj – Zaarour, Baskinta, Ehden, Ehmej – Laqlouq, El Arz, Mdayrej, Tannourine, Faraya – Oyouen el Simane, Tarchich, Ain Ata, Maaser el Chouf, Bcharre, Ainata – El Arz; and
- 5 salt spreaders delivered on July 27, 2020 to the regional offices of the MPWT in Bcharre – El Arz, Ehmej, Qartaba, Dahr el Baydar, and Ehden.
- 10 4x4 vehicles delivered to the MPWT on November 29, 2019, six of which have been dispatched to the regional offices of the MPWT in Mount Lebanon, the Bekaa, the North, the and South, and the remaining to be dispatched by end of May 2021;

The residents have already started benefiting from the enhanced response of the MPWT on mountain roads during extreme weather and snow events through the deployment of the equipment listed above.

9. What are the procurement regulations applied in the project?

The WB has a zero-tolerance policy for corruption, and requires application of, and compliance with, the Bank's Anti-Corruption Guidelines in all its projects along the procurement core principles of value for money, economy, integrity, fitness-for-purpose, efficiency, transparency and fairness. Activities under the REP follow the WB's procurement regulations, and the Bank's standard bidding documents were used. All measures stipulated by the procurement regulations apply to the project including the possibility of submitting complaints to the employer (CDR) and/or to the WB as detailed in the bidding documents. All biddings, procurement plans, and notices of award were published locally by the CDR, and Special Procurement Notices (advertisement) were also published through the UN platform for procurement publication and local newspapers. Pre-bid meetings were held via Webex given the COVID-19 related restrictions, and minutes of meetings were issued to bidders. Bidders were informed of any amendments to the bidding documents in a uniform, transparent and systematic manner. Finally, the evaluation information had to remain confidential and could not be disclosed between bid submission and notice of intention to award. A standstill period was introduced between the intention to award a contract and contract award during which bidders were informed of the results of the bid evaluation and could submit any procurement-related complaint on the recommendations to award. Contracts could not be awarded until complaints received during this period were resolved.

All works contracts under the REP are subject to the WB's procurement prior review as the project risk is high. The WB procurement team will also be launching an independent procurement review for all WB projects implemented through the CDR, and all the works contracts under the REP will be audited.

10. Who will be verifying that the project financing is used for the intended purpose?

The Bank requires the CDR as the implementing agency to set up a control system to monitor the expenditures and ensure that the funds have been used for their intended purposes. This would include: (i) recruiting or assigning a fiduciary team (finance and procurement) to record and report on commitments and expenditures; (ii) having an accounting software with a separate module for the project to record the transactions; (iii) preparing yearly budgets and quarterly financial reports showing details about the funds used; (iv) recruiting an independent external auditor to audit the project financial statements on a yearly basis; and (v) regular reviews by the WB team on the expenditures to ensure that proper documentation is kept at the project level and that all expenditures are substantiated with appropriate documents. The scope of the audit may be expanded depending on the level of risk, and depending on the activities and associated risks, a third-party independent verification agent may be recruited to verify and audit specific activities. As of March 2021, all yearly external audit reports of the project were received and found acceptable; the auditor provided a clean and unqualified opinion and confirmed that all expenditures were eligible under the project. In addition, the reviews conducted by the WB did not reveal any irregularities. If any person identifies any inconsistency, they are encouraged to report this to the World Bank via the contacts provided in question 15.

11. What currency will contractors for the road works be paid in?

Given the current volatile environment and the devaluation of the Lebanese pound, payments to contractors and all project's eligible expenditures will be made in fresh US\$ via direct payments or through the project's designated account at the Banque du Liban (BDL). As a result of the currency devaluation, the actual contracts' amounts turned out to be significantly lower than the original costs estimated before the economic and financial crisis. This was primarily due to the lower dollar equivalent value of the labor component paid in Lebanese pounds. The savings resulting from this difference between initial estimated and actual costs will be reinvested in the project to further expand benefits.

12. How will workers be selected to conduct the road works? How will they be paid?

The competitively selected contractors will determine the profile of workers needed to complete the works, and ensure that their selection is fair, transparent and that their skills are in line with the works required. Contractors selected under the 6 works contracts have attended a training session by the International Labour Organization on how to: (i) ensure the selection of workers is done in an inclusive manner, by encouraging the hiring of women and vulnerable groups; and (ii) implement strict measures to ensure safety at work (including health precautionary measures related to the COVID-19 pandemic). Additional trainings, including occupational health and safety, and on prevention of Gender-Based Violence (GBV) or sexual exploitation abuse and sexual harassment (SEA/SH) and Codes of Conduct, are planned once the remaining works contracts are awarded and before initiation of works. Strict monitoring of workers will be conducted by CDR through supervision consultants who will report on trainings conducted with attendance, as well as daily attendance in monthly progress reports submitted to the CDR and subsequently to the WB. The earnings of workers will be agreed upon between the contractors and the workers.

13. How will the project manage the environmental and social aspects associated with the road works?

The project's Environmental and Social Management Framework ([ESMF](#)) cleared by the WB and disclosed in April 2018 identified the potential environmental and social aspects associated with the project as well as the recommended respective management and monitoring measures. Furthermore, the project's Resettlement ([RPF](#)) cleared by the WB and disclosed in April 2018 outlined the principles for resettlement

impact mitigation as well as the organizational arrangements needed during project preparation and implementation; it also included the compensation measures that need to be implemented for any Project Affected Persons (PAPs) for any possible loss of land, properties or livelihoods.

In addition, twenty five site-specific Environmental and Social Management Plans (ESMPs) were prepared between 2019 and 2020, consulted upon, cleared by the WB and disclosed on the [CDR](#) and the [WB](#) websites. Those reports examined the environmental and social baseline conditions of each road to be rehabilitated under the REP, assessed all site-specific environmental and social aspects and put in place environmental and social management and monitoring plans to ensure the appropriate implementation of all safeguard requirements. As per the site-specific ESMPs, the project will primarily be implemented within the existing right-of-way of the selected roads and no involuntary resettlement or land acquisition will take place. Continuous monitoring and supervision of environmental and social safeguards will take place by supervision consulting firms and will be regularly checked by CDR. The contractors will prepare Contractor ESMPs in compliance with the cleared and disclosed site-specific ESMPs which will be continuously monitored and supervised by the supervision consulting firms and the CDR. The WB will conduct regular supervision missions to ensure that all safeguard requirements are fully implemented.

14. Have inclusive stakeholder consultations been conducted?

The WB requires that stakeholder consultations be undertaken during the planning, implementation and operation phases of Bank-funded operations. The borrower is required to consult with project affected groups and concerned local nongovernmental organizations (NGOs) about the project's environmental and social impacts and proposed mitigation measures. These consultations should start as early as possible and the borrower is required to provide relevant material in a timely manner prior to these consultations and in a form and language that are understandable and accessible to the groups being consulted with. As part of the ESMF for the REP, public participation events were held between January 8 and 17, 2018 at agreed upon locations in each of the seven governorates included within the scope of the project. Invitations were sent out to the concerned Ministries, public authorities, unions of municipalities, concerned local and international NGOs and Civil Society Organizations (CSOs) including those active in the domain of road safety and accident prevention (Kunhadi and YASA) and those representing Syrian displaced persons and stakeholders supporting them (UNHCR, UNDP, Ministry of Social Affairs, the International Committee of the Red Cross, etc.). The invitation letters, list of attendees, outcome and feedback from the consultations can be found in the [disclosed ESMF and RPF](#). The main concerns raised during the public consultations were also addressed and reflected in the disclosed ESMF and RPF. As for the ESMPs, 26 public consultations, including sessions for women only, were organized for the 25 Casas during October and December 2019 as well as January, February and July 2020 to reach the project beneficiaries as reflected in the disclosed instruments. Due to the COVID-19-related general mobility restrictions in 2020, some consultations were conducted virtually. The project Grievance Redress Mechanism (GRM) was disseminated during these consultations (see next question on GRM).

15. Is there a Grievance Redress Mechanism (GRM) in place? How can enquiries and complaints be raised?

The REP Grievance Redress Mechanism (GRM) has been established and is accessible to all relevant stakeholders to send their project-related suggestions, concerns and complaints. These can be sent by email, mail, phone, or in person from **Monday to Friday between 9:00AM and 3:00PM** (following national COVID-19 general mobility restrictions) as indicated below.

- **Phone:** 01980096 ext:317
- **Email:** GRM.REP@cdr.gov.lb

- **Official letter registered at the CDR** (Address: Tallet al Serail - Riad el Solh, Beirut – Lebanon)

All complaints will be individually followed up on and documented accordingly in a GRM log.

Complaints related to the REP can also be sent to the attention of the WB Office in Beirut via zelkhalil@worldbank.org. Alternatively, communities and individuals who believe that they have been, or are likely to be, adversely affected by a WB-supported project may submit their complaints to the WB's [Grievance Redress Service \(GRS\)](#) or the [WB Inspection Panel](#). Complaints about suspected fraudulent, corrupt, collusive, coercive or obstructive practices under WB Group-financed projects can also be reported to the [Integrity Vice Presidency](#).

16. How will the road works be supervised, and by whom?

Seven construction supervision contracts have already been signed to oversee the works under the 13 packages. The supervision consultants will ensure that the works are carried out to a satisfactory standard of workmanship and materials, as scheduled, within budget, in accordance with the specifications and drawings, and to acceptable environmental and social standards. The construction supervision consultants will report monthly to the CDR who will, in turn, submit the consultants' monthly reports to the WB. The contractors shall also diligently fill the workers registration and muster roll sheets, which shall be reported in the monthly progress report. In addition, the CDR will conduct regular site visits and prepare a progress report on a quarterly basis, noting that in the case of any severe or significant accidents on any site, the Bank shall be informed within 24-48 hours. A separate environmental and social progress report will also be prepared, with a brief summary of it in the main report. Finally, it is part of the WB's role to support project implementation; the Task Team will hence conduct regular supervision missions (minimum twice a year) and report back on project implementation progress / issues. It will also conduct more regular / ad-hoc supervision visits to ensure smooth and compliant implementation.

17. How will the World Bank engage citizens during project implementation?

The WB will be collecting feedback from local communities around each road worksite to add a layer of monitoring, identify any issues on site, and ensure that the project beneficiaries are satisfied with the works. For this purpose, an online form has been designed using the IMPACT platform to allow participants to share their feedback. IMPACT is hosted by the Central Inspection Bureau and is currently used for various citizen-related services in Lebanon. For each worksite, a link to the form will be shared with the local communities in each of the 25 Cazas via location-based SMS, email and social media (Facebook and Twitter). At each worksite, a QR code will also be added on the project sign board (which already includes the project GRM) to automatically direct participants to the online form. If immediate action is needed in response to the feedback, the information collected will be sent directly to the supervision consultants for their action, to the CDR for their monitoring and follow-up, and to the World Bank to make sure that these have been addressed. Not only would this citizen engagement plan demonstrate responsiveness and help build trust within local communities, but it would also allow the WB's Task Team to have eyes and ears on the ground during project implementation. In addition, it would help enhance transparency by disclosing the crowd-sourced data back to the Lebanese population and providing them with up-to-date information on the progress of works across all sites and throughout the lifespan of the project.

18. What does the support to small-scale farmers component consist of?

The additional component to support agriculture production and food security will provide:

- *Vouchers for the procurement of essential inputs to roughly 26,700 small scale farmers to enable continued agricultural production following this year's COVID-19-related planting and harvesting delays. Two types of paper-based vouchers would be offered: for crop production inputs and for livestock production inputs, mostly feed. The value of each voucher would be US\$300.*
- *Approximately 1 million vaccines for the annual animal vaccination program of the Directorate of Animal Resources under the Ministry of Agriculture.*

Given that most of the agricultural inputs in Lebanon are imported, both the transactions between the input suppliers and farmers and accounting under the project will be processed in US dollars from end to end.

19. How will small scale farmers be selected?

The support program will target small-scale producers, with land area not exceeding 20 dunums (3.5 dunums in case of greenhouses), or 10 dairy cows or maximum 75 sheep or goats, or 50 beehives, or a pond area limited to 200 sq.m. in the case of fish producers.

Approximately 26,700 small scale farmers (male and female) from across all Lebanese territories will benefit, i.e. approximately 20% of the approximately 140,000 farmers meeting the land area criterion under the support program. Farmers should meet the below criteria:

- be a Lebanese citizen of at least 18 years of age and a permanent resident of Lebanon for at least 2 years upon the submission of the application
- derive at least 40% of the income from farming
- be engaged in productive activities in one of the eligible sub-sectors
- have a gross income (total annual agricultural sales) from agricultural activities between 7,000,000 and 100,000,000 LBP
- have not received similar support from any sources in 2020 or 2021 (based on signed affidavit)
- be able to submit the required productive agricultural asset ownership proof
- the cultivated land/agricultural holding shall be owned, rented or invested
- meet the specific sub-sectoral size limits eligibility criteria.

20. How can eligible small farmers apply to the program?

The launch of the program will be widely announced through a communications campaign conducted by the Ministry of Agriculture (MOA) through media, social media, local authorities, trade associations and others with detailed information on the application process, selection criteria of the beneficiaries and program benefits.

Small-scale farmers would submit applications to the program to one of the 33 MOA Agricultural Centers. Complete applications will be submitted to the MOA Regional Centers where Regional Approval Committees comprising representatives of the MOA and FAO would review them against the pre-determined eligibility criteria. The support will be available on a first come, first served basis to beneficiaries who meet the eligibility criteria. A Central Review Committee in Beirut, consisting of staff of the FAO and MOA, will ensure resolution of disputes and hire a Third Party Monitoring Agent (TPMA) for the validation of 15% of the applications and the verification of the results achieved on the ground in around 10% of cases of the provided support (please see more on that below).

The initial application period will be open for two months. The farmers who will have received the vouchers will be able to redeem those for inputs until December 31, 2021. Given the demand-based

nature of the support program, it is difficult to predict the completion date. However, it is expected to be fully implemented by June 30, 2022, which is the original closing date of the project.

This component was designed in close collaboration with the World Bank and the implementation will be closely monitored by the World Bank.

21. Who will implement the support to small scale farmers component?

The small-scale farmers component will be primarily implemented by the Food and Agriculture Organization (FAO) under the overall technical leadership and guidance of the MOA. CDR will be in charge of the overall contract management responsibility in respect of the Outputs Agreement signed with the FAO.

The FAO will also be responsible for identifying and selecting the input suppliers under the component in accordance with agreed eligibility criteria, verifying and validating that the input suppliers have received the funds and distributed the input, and submitting the monitoring reports on a monthly basis.

Detailed procedures for implementation of the voucher program, selection of input suppliers, as well as the eligibility criteria for beneficiaries and input suppliers have been developed in collaboration with the MOA and FAO, based on the lessons learnt from a similar project implemented by FAO with the MOA and CDR.

As previously mentioned, FAO will be responsible for recruiting a TPMA to conduct: (i) the validation of a random sample of minimum 15% of “pre-approved beneficiaries” based on field visits, to ensure that the beneficiaries meet the eligibility criteria; and (ii) post-distribution monitoring, based on the verification of a random sample of minimum 10% of beneficiaries who received input vouchers, to ascertain that the beneficiaries of the program are satisfied with the support received.

Another TPMA will be recruited by CDR to verify that the animal vaccinations have been delivered as per the agreed procedures and plan stated in the manual and output agreement.

The Loan funds for the implementation of the small-farmers support component will be transferred directly by the Bank to the FAO based on the provisions of the agreement signed between CDR and FAO.

22. How will input suppliers be selected?

Input suppliers (stores) will be selected in accordance with pre-determined eligibility criteria, which include among others that the input supplier:

- be registered with the MOA
- be specialized to operate in the input business (as an importer and supplier)
- has been operating in Lebanon for at least the last 3 years
- carries and sells at least one input considered under this program
- has been profitable for 2017, 2018 and 2019
- has the willingness to sell agricultural inputs at discounted prices under this support program
- has the available cash-flow to source and pre-finance inputs and materials in the initial stage of the program (or have the minimum initial stock available and ability to restock as needed)
- has the ability to carry out and presents certificates and results of tests to confirm the quality of the inputs, materials and tools supplied.

The following criteria will be considered as an advantage: (i) Prior participation in the FAO or other donor programs with a positive record of accomplishment; and (ii) Has branches/and or distributors in more than one Governorate. Local producers of agricultural inputs will be encouraged to apply to the program. . FAO would be settling the accounts of the input suppliers either weekly or upon reaching a certain agreed amount, whichever comes first.

23. What are the types of inputs included in the program?

The following inputs have been approved for distribution through the voucher program:

Agricultural Inputs			Targeted Groups Of Beneficiaries	Support Mechanism
Animal production systems				
1.	Animal Diseases Vaccines	FMD, LSD, PPR, Sheep pox	Small and medium livestock keepers	Vaccination campaign
2.	Animal Feed	Roughages	Small dairy livestock (cattle and small ruminants) keepers	\$300 voucher (6x\$50 coupons)
3.	Fish Feed	Feed for fish farms	Fish farmers	\$300 voucher (6x\$50 coupons)
4.	Honey Bees mite treatments	Environmentally safe medicines and treatments for the Varroa mite	Beekeepers	\$300 voucher (6x\$50 coupons)
Plant production systems				
5.	Fertilizers	Quality fertilizers, including single compounds (Ammonium sulphate, Potassium sulphate, Triple super phosphate, Magnesium sulphate, etc.); Complex compounds, liquid, foliar, bio-stimulant, etc., organic and compost	Food and forage small crop producers	\$300 voucher (6x\$50 coupons)
6.	Seeds	Quality vegetables and forage seeds	Food and forage small crop producers	\$300 voucher (6x\$50 coupons)

24. What does the vaccination program cover?

The Directorate of Animal Resources will determine the types and numbers of vaccines to be procured in accordance with the annual vaccination program. The FAO will procure these vaccines in accordance with specifications developed and approved by the FAO and endorsed by the MOA, based on a list of certified/approved suppliers maintained by the MOA. Once procured, the vaccines will be transferred to the Directorate of Animal Resources or to veterinarians for roll-out and administration.

The program will cover vaccines, vaccination equipment to deliver the procured vaccines, and fuel necessary for the delivery of vaccines to the set locations. Given the shortage of staff at the Directorate of Animal Resources, the program will also cover the recruitment by FAO of short-term technicians to participate in the vaccination campaign. All other costs related to the vaccination service will be handled

by the Directorate. The Directorate of Animal Resources will provide detailed reports to the MOA and the FAO on the use of the vaccines, including the list of beneficiaries, the types and number of animals vaccinated, number of doses used per region, vaccine administrators and other relevant information.

25. How will the environmental and social risks associated with the support to small-scale farmers be addressed?

The project will not finance the procurement of any pesticides to avoid any negative environmental risks and impacts. The vaccination program will result in the generation of veterinary medical wastes, air emissions from transportation vehicles, workers health aspects and road safety concerns due to the logistics related to deploying the animal vaccines nation-wide. In addition, some potential negative social impacts could result from the perception of the beneficiaries that vaccination programs are not distributed equally. These risks will be mitigated through appropriate measures and procedures addressed in the ESMF addendum which is currently in the process of being finalized. A comprehensive veterinary medical waste management plan has been prepared to provide clear measures on collection, storage, transportation and treatment of such wastes in an environmentally safe manner. In particular, to mitigate the risk of beneficiaries' perception of exclusion, inclusive stakeholder consultations have been carried out to ensure clear communication and feedback from citizens, stakeholders, vulnerable groups and NGOs on the environmental and social impacts associated with the restructuring component. Feedback from these consultations have helped inform project design and have been reflected in the addendum to the ESMF. The implementation of the environmental and social safeguards will be monitored and supervised by MoA, FAO and CDR. The WB will receive and review safeguards progress reports and will conduct regular supervision missions to ensure full adoption and compliance with all safeguard policies and requirements relevant to this component.

26. How will grievances or complaints related to the support to small-scale farmers component be handled?

The REP parent project's GRM will be adopted for the purposes and potential beneficiaries of the support to small-scale farmers component and will be widely disseminated to reach all vulnerable groups (refer to question # 15). In addition, FAO will also design, adopt and make publicly available a GRM, as an additional layer to the existing GRM with CDR, to reach all stakeholders including farming applicants, beneficiary farmers, input suppliers and agricultural communities and it will be comprised of a dedicated telephone/WhatsApp hotline and email address. The GRM will also be sensitive to potential complaints related to sexual exploitation and abuse and sexual harassment (SEA/SH). Staff will be enabled to handle SEA/SH related complaints with anonymity and confidentiality as the key principles to be implemented upon receiving such complaints. Codes of conduct will also be signed by all project actors, which also outline the consequences in the event of violations of the code of conduct.

Annex 1- List of Roads covered under the Roads and Employment Project

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
Kesrouane	Road 2a	Bqaq Eddine - Namoura - Daase - Fatqa - Adma - Wata Salam	بقاق الدين - نمورة - دعسة - فتقا - ادما - وطى سلام	Société Nassim Abou Habib pour l'industrie et l'entreprise s.a.l	Gicome- Antoine Salamé & Associés Sarl	19	8,549,232.39	12/17/2020	6/15/2022	
	Road 2c	Daasse - Kfour - Eddaher	دعسة - كفور - الضهر			5.1				
	Road 7	Mazraat Kfardibyan - Bquaatouta - Beqaatet Kanaan - Caza limit	مزرعة كفرديبان - بقعاتوتا - بقعاتة كنعان - حدود القضاء			5.9				
	Road 2b-S1	Maarab - Ghosta	معراب غوسطا			2.4				
El Metn	Road 2a	Antelias road - Mtaileb - Intersection of Mazraat Yachouh	طريق انطلياس - مطيلب - تقاطع مزرعة يشوع	Société Nassim Abou Habib pour l'industrie et l'entreprise s.a.l	Gicome- Antoine Salamé & Associés Sarl	4.9	7,033,897.16	12/17/2020	6/15/2022	
	Road 3	Mazraat Yachouh - Qornet El Hamra - Fraikeh - Qornet El Hamra - Hbous	مزرعة يشوع - قرنة الحمرا - فريكة - قرنة الحمرا - حبوس			7.2				
	Road 4	Caza limit - Beqaatat Baskinta - El Nahr - Baskinta	حدود القضاء - بقعاتة بسكنتا النهر - بسكنتا			2.5				
	Road 1a-S1	Ain el qach - Zeghrine Ain el tefeha - Chrine - Zeghrine - Chouaiyya - Dhour Shwair	عين القش - زغرين - عين التفاحة - شرين - زغرين - شويا - ضهور الشوير			10				

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
Jbeil	Road 4	Berbara-Bek haz - Mounssef - Chikhan - Rihan	بربارة - بخعاز المنصف - شيخلن - ريجان	Homan Engineering Co. SARL.	Gicome- Antoine Salamé & Associés Sarl	18.5	7,521,113.75	2/23/2021	5/24/2022	
	Road 3-S1	kfar Sal - Edde - Dmilsa- Kafar - Kfoun	كفرسال - إده - دملسا - كفر - كفون			10				
Aley	Road 1b	Al Jamhour - Bsous - Ain El Remmaneh - Al Qmatiyeh	الجمهور - بسوس - عين الرمانة - القماطية	Yamen Establishment For General Trading And Contracting	Dar El Handassah (Nazih Taleb & Partners)	7.1	5,404,395.80	5/20/2021	8/18/2022	
	Road 1a	Soufar - Sharoun - Al Azounie	صوفر - شارون - العزونية			7.2				
	Road 1c	Al Qmatiyeh - Aley - Bkhechtay	القماطية - عاليه - بخشتاي			5.35				
	Road 1d	Al Qmatiyeh - Bdadoun	القماطية - بدادون			1.25				
Chouf	Road 5a	Beqaata - Ain w Zain - Batloun	بقعاتا - عين و زين - بتلون	Yamen Establishment For General Trading And Contracting	Dar El Handassah (Nazih Taleb & Partners)	5.9	7,434,376.99	5/20/2021	8/18/2022	
	Road 6a	Maaser Beiteddine - Fouara - Brih - Nabeh El Safa	معاصر بيت الدين - فوارة - بريح - نبع الصفا			12.7				
	Road 4	Mghairiyeh intersection - Mazboud	مفرق المغيرية - مزبود			2.4				
Baabda	Road 1	Old saida road - Kfarshima - Bsaba - Mar Charbel road	طريق صيدا القديمة - كفرشما - بسابا - طريق مار شريل	Araco Lebanese for Asphalt SAL	Dar El Handassah (Nazih Taleb & Partners)	4.17	3,133,632.11	6/11/2021	9/9/2022	
	Road 4a	Khalwat - Falougha - Chaghour Hammana	الخلوات - فالوغا - شاغور حمانا			4.53				
Zahle	Road 3 a	Jdita - Qob elias	جديتا - قب لياس			4.6	9,077,164.89	6/11/2021	9/9/2022	

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
	Road 3 b	Aanjar towards Beirut - Damascus International Road.	عنجر باتجاه اوتوستراد بيروت دمشق الدولي.	Araco Lebanese for Asphalt SAL	Dar El Handassah (Nazih Taleb & Partners)	5.5				
	Road 3 c	Bouarej - Jdita - Marj - Jdita - Chtoura - Taalbaya - Taanayel	بورج - جديتا - المرح - جديتا - شتورة - تعلبایا - تعنايل			16.3				
Nabatiye	ROAD 2	Zefta - El Nmayriyeh - El Sharqiyeh	زفتا - النميرية - الشرقية	Danash Contracting & Trading Co	ACE (Associated Consulting Engineers)	7.35	4,076,006.50	2/23/2021	5/24/2022	
	ROAD 8a	Mazraat Arab Al Jal - Sarba - Houmine El Fawka	مزرعة عرب الجل - صريا - حومين الفوقا			11.71				
	ROAD 10	Habbouch - Arab Salim	حبوش - عربصاليم			4.59				
	ROAD 14	Ansar - Abou El Aswad - Saida Limit (Nabatiye Partial)	أنصار - أبو الأسود - حدود صيدا (قسم النبطية)			1.79				
Marjaayoun	ROAD 5	Markaba - Houla - Chakra	مركبا - حولا - شقرا	Danash Contracting & Trading Co	ACE (Associated Consulting Engineers)	8.35	3,283,671.00	2/23/2021	5/24/2022	
	ROAD 6	Aalman Marjaayoun- Deir Seryan- Taybeh Entrance	علمان مرجعيون - دير سريان - مدخل الطيبة			7.2				
	ROAD 7	Al Aadayseh - Al Taybeh	العديسة - الطيبة			4.45				
West Bekaa	ROAD 1a	Kefraya intersection - Barouk Jib Janine road	تقاطع كفريا - طريق الباروك جب جنين	Hicon sarl	ACE (Associated Consulting Engineers)	2.33	2,167,374.04	6/11/2021	9/9/2022	
	ROAD 6b	Yohmor- Qellya	يحمـر - قليا			8.54				

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
Rachaya	ROAD 1	Dahr el Ahmar - Kawkaba- to Rachaya Hasbaiya intersection	ضهر الاحمر - كوكبا- حتى مفرق راشيا حاصبيا	Hicon sarl	ACE (Associated Consulting Engineers)	4.96	2,303,447.77	6/11/2021	9/9/2022	
	ROAD 2	Rafid - Bire to Rachaya Al Masnaa	الرافد - بيرة حتى طريق راشيا المصنع			5.28				
	ROAD 4	Kawkaba- Mhaydthe	كوكبا- محيثة			4.8				
Hasbaya	ROAD 1	Al Kfeir -Meimas- Hasbaya	الكفير - ميمس - حاصبيا	Hicon sarl	ACE (Associated Consulting Engineers)	15.25	2,751,177.49	6/11/2021	9/9/2022	
	ROAD 3	Khalwat el biyada - Hasbaya	خلوات البيضة - حاصبيا			3.34				
Sour	ROAD 4	Qana - Al Rmadiyah - Al Kneiseh	قانا - الرمادية - الكنيسة	Danash Contracting & Trading Co	Joint Venture - Temelsu International Services Inc. (Turkey) / Kredo SAL (Lebanon)	5.4	5,850,794.53	5/26/2021	8/24/2022	
	ROAD 6	Srifa - Chhour	صريف - شحور			2.35				
	ROAD 7	Deir Aamess - Kafra (Sour Partial & Bent Jbeil Partial)	دير عامص - كفرا (قسم صور و قسم بنت جبيل)			6.74				
	ROAD 8	Toura - Al Abbasiyeh	طورا - العباسية			4.2				
	ROAD 9	Ras El Ain - Al Kneiseh	راس العين - الكنيسة			4.62				
	ROAD 10	El Buss - Maachouq - Burj El Chemali - Charnay - Bazourieh	البص - معشوق - برج الشمالي - شرناي - البازورية			5.98				
Bent Jbail	ROAD 3	Aainata - Beit Yahoun - Tebnine	عيناتا - بيت ياحون - تبنين	Danash Contracting & Trading Co	Joint Venture - Temelsu International Services Inc.	8.31	3,949,201.56	5/26/2021	8/24/2022	
	ROAD 5	Kaounine - Ainata	كونين - عيناتا			2.21				

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
	ROAD 6	Bent Jbeil - Yaroun	بنت جبيل - يارون		(Turkey) / Kredo SAL (Lebanon)	6.25				
Jezzine	ROAD 1a	Azour - Tiid - Harf - Btedine El Laqch - to Saida Jezzine road	عازور - تعيد - حرف - بتدين اللقش - حتى طريق صيدا جزين	Yamen Establishment For General Trading And Contracting	Joint Venture - Temelsu International Services Inc. (Turkey) / Kredo SAL (Lebanon)	12.3	2,190,760.79	5/20/2021	8/18/2022	
	ROAD 1c	Jezzine Kfarhouna Road / Ain Majdalin Road towards Ain Majdalin	طريق جزين كفرحونة / طريق عين مجدلين باتجاه عين مجدلين			3.2				
Saida	ROAD 9	Aaqaybe - Al Sarafand - Saksakiyeh - Adloun	عقيبة - الصرند - سكسكية - عدلون	Yamen Establishment For General Trading And Contracting	Joint Venture - Temelsu International Services Inc. (Turkey) / Kredo SAL (Lebanon)	11.89	3,777,148.95	5/20/2021	8/18/2022	
	ROAD 15	Ansar - Abou Al Aswad (Saida Partial)	أنصار - أبو الأسود (قسم صيدا)			6.2				
	ROAD 16	Braiqa - Al Zrarieh - Al Kharayeb - Mazraat Jemjem	بريق - الزرارية - الخرايب - مزعة جمجم			13.59				

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
Akkar	ROAD 3a	Al Abdeh - Bebnine - Beit Houch - Berqayel - Wadi El Jamous - Al Abdeh Berqayel - Bzal Berqayel - Qeryat Dair Daloum - Mar Touma - Majdalla - Bqerzala - Zouq El Hosniyeh Beit Haouch- Jdaidet El Qaita Beit Haouch- Aayoun El Ghezlan	العبدة - ببنين - بيت حوش - برقايل - وادي برقايل - الجاموس - العبدة - برقايل - بزال - برقايل - قريات - دير دلوم - مار توما - مجدلا - بقرزلا - ذوق الحصنية - بيت حوش - جديدة القيطع - بيت حوش - عيون الغزلان	Homan Engineering Co. SARL.	Khatib & Alami Consolidated Engineering Company s.a.l.	37.6	6,762,501.75	2/23/2021	5/24/2022	
Minieh-Dinnieh	ROAD 4	Debaal - Aioun El Samak	دبعل - عيون السمك	Societe Antoine Makhlouf for Trading and Contracting sal	Khatib & Alami Consolidated Engineering Company s.a.l.	7.5	4,022,300.00	3/22/2021	6/20/2022	
	ROAD 6	Sir El Danniyeh- Qattine- Hazmieh- Ain El Tineh- Beit El Faqs- Sfireh	سير الضنية- قطين- الحازمية- عين التينة- بيت الفقس- سفيرة			8.2				
Zgharta	ROAD 1a	Majdelya - Aardat - Zgharta - Kfar Dlaqous - until Deir Nbouh intersection - Ishashe Zgharta - Asnoun - Qarah Bach	مجدليا - عردات - زغرنا - كفردلاقوس - تقاطع طريق دير نبوح - عشاش زغرنا - أصنون - قره باش	Societe Antoine Makhlouf for Trading and Contracting sal	Khatib & Alami Consolidated Engineering Company s.a.l.	13.9	5,413,375.00	3/22/2021	6/20/2022	
	ROAD 1d	Bechnine - Kfarchakhna - Kfar Zeina	بشنين - كفرشخنا - كفرزينة			5.1				
Batroun	Road 4	Hourata - Harisa	حوراتا - حاريسا			11.00	6,280,682.60	12/29/2020	6/27/2022	

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
	Road 6	Kour - Zan - Assia	كور - زان - أصيا	Bureau Hamid Kairouz SAL	Dar El Handasah Consultants (Shair & Partners) s.a.l.	11.00				
	Road 7	Bustan Al Assi - Kfour Al Arabi	بستان العصي - كفور العربي			6.00				
	Road 5-sec 1	Bustan Al Assi - Kfar Halda - Beit Chlala - Tanourine Al Tahta	بستان العصي - كفرحلدا - بيت شلالا - تنورين التحتا			5.30				
Bcharre	Road 4	Qnat - Mazraat Bani Saab	قنات - مزرعة بني صعب	Bureau Hamid Kairouz SAL	Dar El Handasah Consultants (Shair & Partners) s.a.l.	7.00	4,063,050.00	12/29/2020	6/27/2022	
	Road 3	Beit Mounzir - Qnat	بيت منذر - قنات			3.00				
	Road 2	Bchare - Tanourine Road / Deir Lichaa intersection towards Wadi Kadicha	تقاطع طريق بشري - تنورين / دير ليشع باتجاه وادي قاديشا			5.00				
Koura	Road 1a	Anfeh - Fiaa - Btorram	انفة - فيع - بطرام	Bureau Hamid Kairouz SAL	Dar El Handasah Consultants (Shair & Partners) s.a.l.	14.11	4,095,573.21	5/27/2021	8/25/2022	
	Road 4 - Sec 1	Fiaa - Deddeh - Ras Masqa El Shmaliyeh	فيح - دده - راس مسقا الشمالية			11.40				
Tripoli	Road 5	Abou Ali roundabout - till Caza limit of Tripoli Zgharta	دوار أبو علي - حدود قضاء طرابلس زغرتا	Bureau Hamid Kairouz SAL	Dar El Handasah Consultants (Shair & Partners) s.a.l.	2.83	2,347,426.79	5/27/2021	8/25/2022	
	Road 4	Qalamoun Sea Road	الطريق البحري للقلمون			3.46				
Baalbek	Road 3	Douris - Ain Bourday - Baalbak - Haouch Tal Safiyeh - Haouch El Dahab - Haouch Barada	دورس - عين بورضاي - بعلبك - حوش تل صافية - حوش الذهب - حوش بردى	Al Bonyan Company for Engineering & Contracting sarl	Team International	23.86	7,906,829.62	5/20/2021	8/18/2022	

CAZA	Road Label	Road Name	اسم الطريق	Contractor	Supervision Consultant	Length (Km)	CONS. COST (million USD) including Optional Works	Start Date	Expected End Date	Comment
	Road 12	Baalbek Bekaa Highway- Younine- Nahleh- Baalbek	أوتستراد بعلبك البيقاع - يونين - نحلة - بعلبك			17.38				
	Road 6b	Riyaq - Tamnine El Tahta - Tamnine El Faouqa	رياق - تمنين التحتا - تمنين الفوقا			4.84				
Al Hermel	Road 4	Al Hermel - KETF El Aassi	الهرمل - كتف العاصي	Al Bonyan Company for Engineering & Contracting sarl	Team International	5.30	5,354,608.03	5/20/2021	8/18/2022	
	Road 6	Chouaghir- Mazraat Beit Al Tashm - Haouch Bint Ismail	شواغير - مزرعة بيت الطشم - حوش بنت إسماعيل			9.56				
	Road 7a	Al Hermel- Mansourieh- Bouaidah- Nasriyeh- Haouch Bint Ismail	الهرمل - منصورية - البويضة - ناصرية - حوش بنت إسماعيل			11.87				
	Road 9	Qasr - Mazraat Al Talla - Fessani	القصر - مزرعة التلة - فساني			9.51				includes 3.79km optional section
	Road 8	Qasr El Hermel Road- Tal El Far	طريق قصر الهرمل - تل الفار			1.86				optional road