



Republic of Yemen
Ministry of Public Works and Highways
Road Maintenance Fund
Implementation Unit

UNITED NATIONS OFFICE FOR PROJECT SERVICES

(UNOPS)

YEMEN INTEGRATED URBAN SERVICES EMERGENCY PROJECT
PHASE II ADDITIONAL FINANCING
(YIUSEP II AF)

Component 1 Service Restoration

Sub-Component 1.3 Urban Roads

Maintenance of Urban Road in Amran City Sub-Project
(Southern Ring Road)

Environmental and Social Management Plan
(ESMP)

Prepared by RMF-IU - Sana'a

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Abbreviations

BoQs	Bill of Quantities
C-ESMP	Contractor Environmental and Social Management Plan
EHS	Environmental, Health and Safety
E&S	Environmental and Social
ESF	Environmental and Social Framework of the World Bank
ESHS	Environment, Social (including labor), Health, and Safety
ESIA	Environmental and Social Impacts Assessment
ESMF	Environmental and Social Management Framework
ESMP	Environmental and Social Management Plan
ESS	Environmental and Social Standard
ESSO	Environmental and Social Safeguards Officer
FCV	Fragility, Conflict and Violence
GBV	Gender Based Violence
GHS	General Health and Safety Guidelines
GIIP	Good International Industry Practice
GM	Grievance Mechanism
HSSE	Health, Safety, Social and Environment
IDA	International Development Association
IDP	Internally Displace Person
LDAs	District Local Authorities
LMP	Labor Management Procedures
LOE	Level of Effort
OHS	Occupational, Health and Safety
PAP	Project Affected People
PCBs	Polychlorinated biphenyls
RF	Resettlement Framework
RMF-IU	Road Maintenance Fund- Implementation Unit
RoY	Republic of Yemen
SEA	Sexual Exploitation and Abuse
SH	Sexual Harassment
SEP	Stakeholder Engagement Plan
SMP	Security Management Plan
TPM	Third Party Monitoring
UNOPS	United Nations Office for Project Services
YIUSEP	Yemen Integrated Urban Services Emergency Project
YIUSEP II	Yemen Integrated Urban Services Emergency Project Phase II Parent Project
YIUSEP II AF	Yemen Integrated Urban Services Emergency Project Phase II Additional Financing.

Summary Sheet

Yemen Integrated Urban Services Emergency Project (YIUSEP II AF), Component 1 Service Restoration, Sub-Component 1.3. Urban Roads.

Subproject Name and ID Number	Southern Ring Road IUS-AF-RMF-AMR-003
Subproject Location	Urban Road in Amran City.
Implementing Partner	RMF/IU – Sana’a
Proposed Class of Subproject (Low to High):	Moderate
Date of the field visit	January, 2021
Consultation date.	January 2022 men consultation and February 2021 women consultation.
Observations/Comments	Indicated below
Signature of ESSO	
Date	

1. Introduction

The ESMP for the Maintenance of Urban Road in Amran City Sub-Project (Southern Ring Road) is prepared based on the Environmental and Social Management Framework (ESMF) for YIUSEP II AF. The ESMF was prepared by UNOPS to meet the requirements of the World Bank's Environmental and Social Framework (ESF), UNOPS requirements and the national environmental laws and regulations requirements.

The YIUSEP II AF ESMF will guide UNOPS and Road Maintenance Fund- Implementation Unit (RMF-IU), to ensure that all subprojects are prepared and implemented in accordance with the ESF requirements, including the preparation of subproject specific Environmental and Social Management Plans (ESMP). For this purpose, the ESMF details how UNOPS and RMF-IU to screen each subproject to assess its environmental and social risks and impacts, identify the mitigation measures, and monitor ESMP implementation, most particularly the environmental, social and occupational health and safety performance of subprojects contractors.

UNOPS has in parallel prepared a Labor Management Procedures (LMP) to meet the requirements of ESS2, and a GBV/SEA/SH Plan and a Security Management Plan (SMP) to meet the requirements of ESS4, and a Resettlement Framework (RF) to meet the requirements of ESS5, and a Stakeholder Engagement Plan SEP to meet the requirements of ESS10.

The only relevant ESSs for this subproject are ESS1, ESS2, ESS3, ESS4 and ESS10. The ESS5 is not relevant because the subproject does not include to any land acquisition, restrictions on land use, or involuntary resettlement as the interventions will be on an existing asphalted road. As a result, this subproject will follow the requirements of the LMP for labor working conditions and OHS, the GBV action plan for any GBV issues, the SMP to manage any potential security risks, and SEP for consultation and information disclosure.

The World Bank is financing the second Yemen Integrated Urban Services Emergency Project Additional Financing (YIUSEP II AF), under the provisions of World Bank OP 10.00, paragraph 12, Projects in Situations of Urgent Need of Assistance or Capacity Constraints. This subproject will be implemented by the UNOPS, in partnership with RMF-IU.

The overall objective of the YIUSEP II AF is to restore access to critical urban services in selected cities of Yemen where most of the conflict-related damages have occurred. YIUSEP II includes 4 components as follows

Component 1: Service Restoration.

This Component will finance the preparation and implementation of infrastructure investments.

- Sub-Component 1.1: Tertiary Municipal Services and Solid Waste Management
- Sub-Component 1.2: Urban Water and Sanitation
- Sub-Component 1.3: Urban Roads
- Sub-Component 1.4: Energy for Critical Services

Component 2: Implementation Support and Capacity Development

- Sub-Component 2.1: Project Implementation and Management Support

- Sub-Component 2.2: Enhanced Capacity Building
- Sub-Component 2.3: Third Party Monitoring

Component 3: Contingent Emergency Response

- Providing immediate response to an Eligible Crisis of Emergency, as needed.

The project falls under component 1 Service Restoration, subcomponent 1.3 Urban Roads.

2. Sub-Project Description

The sub-project is to rehabilitate an urban road (Southern Ring Road), which serves as an entrance to Amran City. The activities will include generally spot and pothole repairs, crack sealing, patch works, and asphalt resurfacing, road safety improvement works including the rehabilitation of intersections. The subproject is located in Amran City branching from the Main Street and starting from Al Naforah Roundabout. It goes towards the west in Al Hadabah Al Wusta area and then turns towards the north until it ends in the western entrance to the city (Amran-Hajjah Road) and the University Street in down town. Some roads branch from it, such as Al Wajebat Street and Factory Street. The road passes in front of Amran Stadium and between houses and economic activities. Tens buildings used for housing are adjacent the road on both sides. There are some small shops, mostly groceries, in some of those buildings in the beginning of the subproject for about 1 kilometer. The housing is immediately out the Right of Way as it is an urban area. The other common economic activities are car shows as they are concentrated in the 3rd kilometer in the end of the subproject. There are other vacant lands and they are existing in the 2nd kilometer. There are few facilities, such as mosques, schools and health centers. Thus, all the housing and economic activities are out the Right of Way as it is an existing road in an urban area. The road is used by the city inhabitants as well as by travelers to Hajja governorate as it is a ring road and relieve traffic congestion; that is, people use it to avoid the down town traffic congestion. However, the traffic volume is medium currently because of the deteriorated pavement of the road. The subproject represents a very significant asset for the governorate and definitely it will reactivate economic activities which will lead to generate income and livelihoods. It is a dual-lane road with a median island. Its length is 3,570 meters with a width of 28 meters. It is a vital road as it serves the whole city residents. The intervention is of high priority to be implemented due to the road's importance and its current condition. It is very deteriorated causing air pollution by dust when vehicles pass through it.

The intervention of the subproject is limited to maintenance and rehabilitation of the deteriorated sections in the road which will contribute to increasing mobility and access, including supporting regeneration of economic activity, and improving road safety and surrounding environment. The selection of activities was based on the priority needs identified by UNOPS and RMF-IU in consultation with the District Local Authorities (DLAs) and local communities. It was one of the selected subprojects within YIUSEP I, but it was delayed due to lack of funding. It is selected to be implemented within YIUSEP II AF based on priority and available fund. The subproject contract will maximize the use of manual labor to support local employment and IDPs. Based on the calculation of YIUSEP I labor indicators, it is expected that the subproject will provide 12207 man/day opportunities for skilled and unskilled workers. The contractor will be responsible for protecting its workers and communities during implementation, applying the ESSs mitigation measures and providing the required training, tools, and

necessary PPEs for workers as well as protecting worksites. The estimated implementation period for this sub-project is 6 months.

The number of direct beneficiaries who will be benefiting from this subproject is totaling of 130,917 inhabitants of which 62,074 females and 68,843 males who represent the estimated number of Amran City in 2021.

2.1. Scope of Work:

The sub-project work activities will include rehabilitation of the selected road in Amran City following the existing footprint and pathway. The scope of work includes spot and pothole repairs, crack sealing, patch works, asphalt resurfacing, stone masonry walls, stone pavement, road safety improvement works, and intersection rehabilitation as follows:

Potholes and Failure Repairs (Patching)

The work will include removing existing deteriorated asphalt layer, waste collection and disposal, bed preparation and repairing existing granular base course.

Crack Sealing

The work will include crack sealing using approved sealing material and using injection machine for (Longitudinal, transverse, reflective) cracks.

Hot Mix AC for Leveling and Overlay

The work will include providing and placing asphalt concrete leveling or overlay layer, hot mix asphalt concrete with 12 mm aggregate size and Provide and Apply Tack Coat -RC -250-Asphalt milling by using a self-propelled milling machine with depth grade and slope controls.

Drainage and Structural Works

The work will include precast concrete, providing and fixing class A concrete curb with removal and disposal of old damaged curbs, providing and fix tile, constructing grouted riprap¹ or repairing the old one.

Traffic Safety Works

The work will include providing and placing:

- Asphalt concrete standard speed bumps near schools, hospitals, universities as well as painting road markings (white and yellow thermoplastic reflected paint),
- Road Cat Eyes (one and two faces),
- Directional and warning roads signs,
- Guardrails and safety fences in addition to the following measures:
 - Solve water logging or low drainage sections;
 - Removal of accumulated waste and debris in the median islands (agriculture boxes) and sidewalks;

¹ Riprap will be made from stones with cement and sand. As usual, the primary suppliers of stones, who are officially licensed, are not the owners of quarries. They buy stones obtained from the quarries and supply them to the contractors. Further, the quarries are officially licensed and do not use any type of blasts. They use machineries instead. In fact, the quarries are not in sensitive ecological areas or located at areas with conflict and no new quarries will be used.

- Removal of accumulated wastes in the open channels, culverts and ditches in some targeted roads²;
- Rehabilitation of the deteriorated sections and implementation of asphalt layer with all necessary works;
- Planting trees with native noninvasive species in the median islands.

2.2. Location:

The location of the sub-project is within Amran City roads network. It is composed of only one road. It is an asphalted road. The targeted road lane, specific location and coordinates are shown in the following table 1 and map of figure 1:

Table 1: Subproject Name, ID, Coordinates, start point and end point, the subproject, Length and Width

Subproject ID	Road Name	Gov.	Start Point		End Point		Length (m)	Width (m)
			E	N	E	N		
IUS-AF-RMF-AMR-003	Southern Ring Road	Amran	43.955591°	15.656114°	43.928061°	15.661699°	3,570	28

² construction residues will be collected, transported and disposed to the authorized location in coordination with the local authorities.

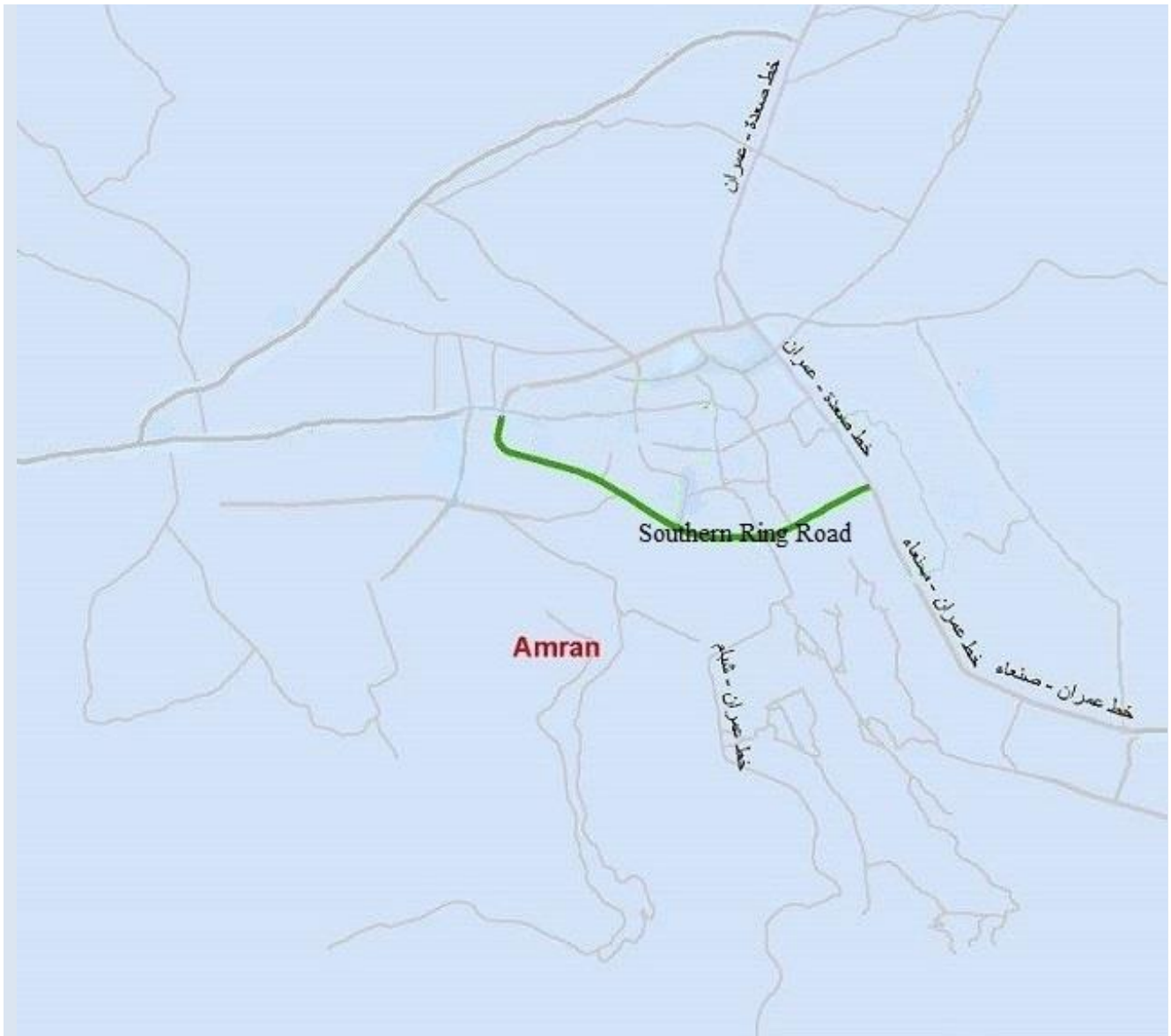


Figure 1: Location map of the targeted road in Amran City

2.3. COVID-19 Sensitivity

The subproject like other sectors will be under the risks of Covid-19 pandemic. The precautionary measures against it were applied during the preparation period and it will be strictly applied in the subproject worksites and workers accommodation place during implementation. Awareness-raising will be conducted for all workers and engineers before and during implementation by RMF-IU and UNOPS in addition to the contractor. The awareness-raising plan of RMF-IU includes a 2-day training prior to implementation for all key personnel (contractor engineers and the supervision consultants) who in turn will convey the training for temporary workers. It is also planned to conduct 4 training sessions during implementation by RMF-IU safeguards specialists on Covid-19, OHS, and other ESS issues. Furthermore, the contractor will implement training and awareness-raising for workers before implementation and during implementation and the C-ESMP will highlight specific details of the training and awareness-raising plan.

2.4. Gender and Social -related issues:

The beneficiaries, males and females, have been considered in designing and will also be considered during implementation of the subproject. Their views and needs are taken into consideration during consultations and preparation, and they will be applied in all phases. The consultations with men and women, which took place during November 2021 and January 2022 in Amran city in the forms of face-to-face interviews and group discussions, addressed the social issues including community needs, concerns, rights, and risks. The key informants consulted are the governor of the governorate, general manager of public works office in Amran, and other general managers of service offices in Amran as well as local councils' representatives. The samples of other men consulted are drivers, governmental employees, shop workers/ owners, motorcyclists, university students, hourly paid workers, disable persons, petty traders, traffic police, IDPs, etc. while the women consulted include housewives, university students, teachers, office secretary, female employee, nurse, dentist, etc. The participants in consultations confirmed the selection priority needs. They showed their complete support for implementation. Female participation in implementation was highlighted as they should be engaged in implementation appropriately. Protection against Sexual Exploitation and Abuse (PSEA) is considered properly during preparation and consultations and low concerns were raised about such issues. This will be paid special attention during implementation. The gender and social-related issues are also detailed in consultation section below. In fact, the subproject will contribute to improving living standards, facilitate access to schools, hospitals, markets, etc. The population of Amran City (women and men) including vulnerable groups, such as IDPs, persons with disabilities, marginalized people, and children will be benefiting from the subproject. The interventions will generate positive impacts on livelihoods of the beneficiaries and the subproject environment.

2.5. Child Labor:

Child labor is totally prohibited in the subproject. No child labor will be hired in implementation and the contractors are forbidden to hire a person under the age of 18 years. The minimum age of workers has specified in the tender documents for contractors. A labor log including names ages and other details will be kept, and all workers will be registered. The contractor, RMF-IU and UNOPS will continuously monitor this issue.

2.6. Gender:

RMF-IU has ensured gender equality as possible in the subproject consultations and it is a core principle for all subprojects. Gender mainstreaming is considered in all aspects of the subproject cycle. Women and men were engaged in public consultations. Forty-seven men and women were consulted by men and women on 24 -26 January 2022 and 15-16 November 2021. The gender issues among others were discussed. They were informed about gender mainstreaming, rights, roles, and other important issues, such road safety and GM, GBV, etc. It was also listened to their concerns and feedback as they highlighted their support. The consultations emphasize the necessity of gender mainstreaming and women participation in implementation as possible. Thus, a community committee will be established including men and women to participate in implementation monitoring and ensure sustainability as a part of gender mainstreaming. The gender mainstreaming and equality will be included in the training and awareness-raising and in implementation as possible. It is crucial to mention that the consultations were implemented by men and women.

2.7. Gender-Based Violence GBV and Sexual Exploitation and Abuse SEA

RMF-IU raised the awareness of community members for men and women on GBV & SEA during the public consultation process as well as on GR processes and how they can be used to report gender-based

violence, gender discrimination and SH/SEA cases with the highest level of confidentiality and anonymity of complaints. RMF-IU plans to conduct training for contractors and engineers about GBV, SH/ SEA and GM. They will be informed about national laws that make sexual harassment, abuse, and gender-based violence a serious and punishable offense. The contracts with contractors will include Code of Conduct which will highlight the GBV, PSEA and SH. RMF-IU is currently preparing a policy for GBV, PSEA/SH.

2.8. Conflict sensitivity and Do No Harm

During public consultations at all levels, RMF-IU investigated whether the subproject is a priority, free of conflict, or negative effects on the implementation. Accordingly, it was ensured that the subproject is an urgent priority for community and beneficiaries in Amran City and it is completely supported by various stakeholders and all consulted persons expressed their satisfaction of selection. Moreover, it was proven that the subproject is free of conflict sensitivity and any negative effects that may hinder implementation according to screening and consultations. In general, the subproject will improve the condition of the road which in turn will strengthen community and climate change resilience and improve their living condition.

3. Legal and Institutional Framework of the Project

This ESMP is prepared to meet the requirements of the World Bank's Environment and Social Standards (ESSs), including the World Bank Group Environment, Health and Safety (EHS) Guidelines, and other guidelines and guidance and to comply with national environmental and social laws and regulations.

3.1 World Bank Requirements Relevant to the project

The only relevant ESSs for this sub-project are ESS1, ESS2, ESS3, ESS4, ESS6 and ESS10. The ESS5 is not relevant because the subproject does not include to any land acquisition, restrictions on land use, or involuntary resettlement as the interventions will be on an existing asphalted road.

3.1.1 Environment, Health and Safety Guidelines

The ESF also requires all projects to apply the relevant requirements of the World Bank Group Environmental, Health and Safety Guidelines (EHSGs). These are technical reference documents, with general and industry specific examples of Good International Industry Practice (GIIP). They define acceptable pollution prevention and abatement measures and emission levels in World Bank financed projects.

The EHS Guidelines contain the performance levels and measures that are generally considered to be achievable in new facilities by existing technology at reasonable costs. Application of the EHS Guidelines to existing facilities may involve the establishment of site-specific targets, with an appropriate timetable for achieving them.

The application of the Guidelines to existing facilities may involve the establishment of site-specific targets with an appropriate timetable for achieving them. The environmental assessment process may recommend alternative (higher or lower) levels or measures, which, if acceptable to the World Bank, become project - or site-specific requirements.

If less stringent levels or measures than those provided in the EHS Guidelines are appropriate, in view of specific project circumstances, a full and detailed justification for any proposed alternatives is needed

as part of the site-specific environmental assessment. This justification should demonstrate that the choice for any alternate performance levels is protective of human health and the environment. When host country regulations differ from the levels and measures presented in the EHS Guidelines, projects are expected to achieve whichever is more stringent.

In the context of urban road subprojects, UNOPS and RMF-IU will use the General EHS Guidelines that cover environmental, occupational health and safety, and community health and safety related risks.

3.2 National Requirements and Policies

The Republic of Yemen (RoY) has drafted policies, developed sectoral legislation and implementation procedures, established institutions responsible for environmental management, and joined international conventions. The ongoing conflict has considerably weakened the capacity of the assigned institutions to implement policies and existing laws. As a consequence, the use of Yemen's environmental and social management framework is not considered for the Project.

4.1.1. National Environmental Action Plan

The foundational document for environmental management in Yemen is the National Environmental Action Plan (NEAP) that the ROY prepared in 1995, with the support of the UNDP and the World Bank. The NEAP defines priority actions regarding key environmental issues such as water resources, land resources, natural habitats, and waste management.

4.1.2. Environmental Protection Law

The Environmental Protection Law (Law 26/1995; EPL), was enacted in 1995 in the wake of the NEAP. It constitutes the framework environmental legislation for Yemen, including provisions for environmental protection, the issuance of permits, and the requirement to prepare Environmental Impact Assessments (EIAs). The provisions of the law are implemented through By-Law 148/000.

4.1.2.1. Environmental Protection Authority³

The EPL established an Environmental Protection Council (EPC) and granted it power to take all measures necessary to protect and improve the quality of environment and to prevent pollution of the environment. Decree 101/2005 established the Public Environmental Protection Authority (EPA) to replace the EPC and lays down its objectives, tasks and management.

4.1.2.2. Environmental Impact Assessments

The EPL requires the preparation of EIAs for projects proposed by the public and private sectors. The proponent is responsible to undertake the EIA, but the report may be prepared by the proponent or the competent authority or both. Line ministries and Government bodies commission EIA studies at the request of funding agencies and seek the advice of the EPA.

The EPA is responsible for implementing screening procedures, assisting in scoping, evaluation and approval of the Environmental Impact Statement (EIS). However, there is still no regulatory framework to support the implementation of the EPL and the provision of undertaking EIAs for projects is not strictly enforced, particularly for projects that are not internationally funded.

Given the current context, modifications to the EIA procedures are not expected during the project. Current procedures will be taken into account, but there is no expectation at this point that the EPA will review the Project's safeguard instruments.

³ The information regarding the Environmental Protection Authority is purely indicative, as the EPA will not play any role during Project implementation.

4.1.2.3. National Environmental Standards and Specifications

The former Environment Protection Council (EPC) issued environmental standards and specifications as annexes to the Executive Regulations, covering potable water quality, wastewater quality for agriculture, and ambient air quality, emissions, noise, biodiversity and protected areas. These include standard application forms intended for use by all relevant government bodies.

The EPC has released draft standards for wastewater quality and air quality but a comprehensive set of standards is not yet available. In their place international standards, primarily those of the World Health Organization (WHO) are used.

4.1.3. Water Law⁴

The Water Law (Law 33/2002, updated by Law 41/2006) regulates water supply and sanitation. The structure of water sector institutions consists of two national-level ministries (MoWE and MAI) and an intermediate-level water authority (NWRA). According to the amended water law and its by-law, the MoWE/NWRA are jointly responsible for organizing and developing water resources. The MAI is responsible for formulating policies and legislation that regulate the use of the irrigation water in line with the national water policies and plans and under the umbrella of the National Water Sector Strategy and the Investment Program (NWSSIP). The MoWE is the lead ministry for the oversight of water resources and water service provision, including in rural areas. The MoWE also supervises local water companies/corporations (public utilities) and all water suppliers (including private) to the domestic and industrial sectors.

4.1.4. Labor

The Labor Law (Law 5/1995) requires employers to address Occupational Health and Safety issues, including ventilation and lighting of workspaces; protection from emissions (gas, dust, etc.) hazards; protection from machine accidents and hazards; provision of gender-specific toilet facilities; provision of safe drinking water for workers; basic firefighting equipment and emergency exits; provision of appropriate personal protection equipment; fair compensation; access to periodic medical examinations; availability of first aid.

The Labor Law regulates the rights and wages of workers, their protection, occupational health and safety. In addition, the Social Insurance Law regulates retirement compensation.

4.1.4.1. Gender

The Labor Law states that women are equal to man in all aspects without any discrimination, and that equality should be maintained between women and men workers in recruitment, promotion, wages, training, social insurance. It also regulates work time for pregnant women.

Yemen also ratified the Convention on Elimination of all Forms of Discriminations Against Women (CEDAW) in 1984, and prepared a National Strategy for Women Development in 1997, which was updated in 2015. Implementation of CEDAW is delegated to relevant ministries and authorities (Decree 55/2009). Based on amendments proposed by the Women National Committee, 24 laws were amended to ensure building gender balance in accordance with the convention.

⁴ Based on the National Water Sector Strategy and Investment Program (original NWSSIP, 2004), and Dire Straits: The Crisis Surrounding Poverty, Conflict, and Water in the Republic of Yemen (World Bank, 2017)

4. Environmental and Social Baseline

This part is a description of the initial conditions in the sub-project prior to implementation. The subproject is located within Amran City. It is a district in Amran Governorate that is situated north of Sana'a and away from Sana'a City by roughly 50 km. It is bordered by Saada Governorate from north, Sana'a Governorate from South, Hajjah and Al Mahwit from west, Al Jawf and Sana'a from east. Amran population is about 877,786 inhabitants who represent 4.5% of Yemeni populations and the growth percentage is 1.82 according to 2004 census. Amran governorate is divided into 20 districts and Amran district is the capital of the governorate.

4.1. Climate and Weather

The factors affecting the climate in the governorate are the elevation so that Amran Governorate is characterized by diverse types of terrains. The climate is varied. In the northern parts of the governorate, the temperature is low, and the climate is often mild in summer and cold in winter. The maximum temperature in Amran City during the year ranges from 3 Degrees Celsius in winter and rises in the summer up to 30 Degrees Celsius. Rainfall occurs in summer in most of the districts and precipitation level varies from 100 to 450 mm. There is rainfall in winter but rare and limited.

4.2. Geology and Soil characteristics

Yemen is classified into five main zones: the Coast (Tihama), the Foothills, the Escarpment ("Serrat"), the Highlands and the Eastern Desert (seen from South Yemen it would be the Northern). The Escarpment is again divided into Lower, Middle and Higher Escarpment, the Highlands into Northern (Saada), Central (Sana'a) and Southern (the two basins of Ibb and Taiz). Moreover, there are several islands, the biggest ones being Socotra in the Gulf of Aden, Kamaran and Hanish in the Red Sea.

The geology of the subproject area includes Tertiary volcanic rocks and the Amran Limestone formation with the thickness of 500–1000 m. The country's soils are generally sandy to salty and loamy in coastal plains region. Soil erosion caused by water run-off and/or winds is often serious. Sand and dust storms, which generally occur across the lowlands and highlands, promote soil erosion. (*Source: Yemen RAPCMO, SEA*).

Specifically, the soil characteristics/ pavement layers (Basecourse and Subbase) in the subproject area according to the geotechnical test conducted by RMF-IU is as follows: Basecourse layer (C.B.R 84.02% and P.I 3.07%) and Subbase (average of C.B.R 78.22% and PI 3.90%). The following table shows the results of the geotechnical test:

Table 2: Soil geotechnical test in the subproject area

Sample Station	Type of sample	Test results		
		Gradation	P.I	C.B.R
1+660	Subgrade	Good	3.72%	77.27%

4.3. Hydrology and hydrogeology of the area (surface and ground waters)

Water is a scarce commodity with fluctuating supply that has been harvested by Yemenis using intricate system. Amran Water Basin is considered one of the critical water basins in Yemen. It has been exposed to over-exploitation sharp depletion during the past decades as a result of the increasing number of wells year after year. A study for inventory of wells in the Amran Basin conducted in 2005 showed that the number of wells reached 2,567 wells, approximately 45% of them are failed and dry. Moreover, drilling

new wells or deepening continues are still existing. The number of wells that are dug and deepened annually and randomly may reach about 100 wells.

About the groundwater quality, a research papers entitled “Water quality evaluation of the groundwater resources in Amran basin, Yemen” shows that some of groundwater wells are contaminated biologically by faecal coliform and chemically by high contents of salinity (calcium, bicarbonate, sulfate and nitrate). It pointed that the groundwater resources unsuitable for irrigation purposes whereas, the water is classified as high salinity hazard with low sodium.

For the surface water, based on the field visits to Amran governorate, several systems were found for water harvesting, such as barriers and reservoirs. It is an established practice that farmers construct simple water harvesting structures with local available material on the existing track to drain rainwater runoff to terraces in rural areas.

It is crucial to highlight that the total average annual rainfall in Amran is about 233 mm⁵. However, no information or data on the runoff in the subproject area. The topography of the city is flat and surrounded by mountains. The drainage system in the road is good and no issues are recorded in this regard. There are two culverts adequate to accommodate the stormwater amount of the heaviest rainfall. The technical study for the subproject takes into consideration all the issues regarding the drainage to ensure sustainability.

4.4. Air Quality and Noise

Based on field visit, it was noticed that the air quality in the selected road subproject is poor. It was noticed that there is much dust emission caused by traffic movements because of the deterioration of asphalt pavement. The traffic is the main source of air pollution in addition to the economic activities along the road. The air pollution by implementation is expected to be minor localize due to the nature and scope of activities. The implementation will improve significantly the air quality.

Likewise, the noise is caused by traffic volume as well as the commercial activities. Limited noise is expected during the implementation due to the use heavy equipment.

4.5. Cultural and Historical Resources

There are some historical sites in Amran governorate, such as Raidah city, which is approximately 22km away from the Amran city, the old city of Amran in addition to Dina city, Hababa city, Thula city, Houth city, Khamer city, the fortress of Dhofar Thibeen, and the fortress of Naem. However, no historical and cultural sites were found nearby the sub-project area. indeed, all the archaeological sites are away from the subproject. Nearly all of them are located out of Amran city, except the old city of Amran, but it is away from the subproject by over 1 kilometer. Thus, it is crucial to emphasize that no adverse impacts are expected on the historical and cultural sites.

4.6. Socioeconomic aspects:

4.6.1. Population

Population of Amran Governorate is about 877,786 in 2004 with annual increase of 1.82%. This number has increased and reached 1,192,697 according to the estimated population in 2021. Population

⁵ <https://geotsy.com/en/yemen/amran-23731/weather-and-climate#:~:text=Precipitation%20Throughout%20the%20Year&text=The%20total%20average%20annual%20precipitation%20is%20about%209.17%E2%80%B3>

constitutes 4.5% of the total population of Yemen. They are distributed administratively into 20 districts, and Amran city is the capital of the governorate.

Table 3: Population and Settlements of Amran Governorate - (2021 estimated)

No. of Districts	Area km2	No. of Households in 2004	Total Population 2004	Total Population 2021		
				Male	Female	Total
20	7910.7	106,732	877,786	613,355	579,342	1,192,697

Data Source: Central Statistics Organization 2004

The road is located in urban area, where there are few small shops and other economic activities, such as car shows and service facilities. The small shops are mostly groceries and they are located in the 1st kilometer from 00+000 to 00+900. The other common economic activities are car shows as they are concentrated in the 3rd kilometer in the end of the subproject from 02+500 to 03+570. There are vacant lands and they are existing in the 2nd kilometer. There are other few facilities, such as mosques, schools and health centers. The road is used by the city inhabitants as well as by travelers to Hajja governorate as it is a ring road and relieve traffic congestion; that is, people use it to avoid the down town traffic congestion. However, the traffic volume is medium currently because of the deteriorated pavement of the road. The subproject represents a very significant asset for the governorate and definitely it will reactivate economic activities which will lead to generate income and livelihoods

4.7. Existing Situation of the Targeted Road

This road is a primary road in Amran City. Its condition is very deteriorated. The existing asphalt layer is about to disappear. Many potholes and cracks are present. Long sections of the road are totally deteriorated and the asphalt layer has vanished. The poor condition of the pavement causes deterioration to the surrounding environment. People suffer from the dust emissions from the road due to the traffic. Part of the road has a median island, which is planted by Ficus trees, while the most deteriorated section of the road is without a median island. It is recommended to complete the construction of the median to improve the safety and environment of the road.

General Views of the selected subproject (Southern Ring Road))





4.8. Targeted Road Beneficiaries

The estimated population of Amran Governorate in 2021 is about of 1,192,697 inhabitants (579,342 females and 613,355 males). The population of Amran Governorate will be benefiting indirectly from the subproject. The direct beneficiaries are the inhabitants of the Amran City totaling 130,917 beneficiaries (62,074 females and 68,843 males). There are houses and economic activities on both sides of the road. It serves all the city inhabitants and alleviate the traffic congestion. The goods vehicles from and to Amran use this road as it is wide. It is a very vital road in the city.

4.9. Resources and Services' access restriction

The subproject will not cause restriction for the services or resources. The implementation will follow effective measures to avoid complete closure to the road. The width of the road will help in implementation and avoid complete closures. The works will be implemented section by section, shorten implementation periods, in addition to other mitigation measures, such as informing public about implementation schedule. There will be a close coordination with local authorities and communities to ensure smooth implementation and to avoid any potential impacts on services and resources access.

To be more specific, the nature of intervention will not cause complete closure to the road as it will be section by section and this will also be adopted in the contractor traffic plan. There will be strict control and management for traffic by arranging detours and alternate bypass for traffic and roadside residences & businesses for each site using traffic cones, barriers, fences, or lights as appropriate in coordination with traffic officers and according to the work and traffic plan provided by the contractor (C-ESMP) and approved by UNOPS and RMF-IU. Moreover, there will be an action plan which will include arrangements for each section. The contractor will not start any maintenance activities until after the plan's approval by RMF-IU and UNOPS and the installation of traffic safety and control safeguards. Specific pedestrian pathways which will let people have access to services near worksites, will be specified.

5. Environmental and Social Impacts Assessment:

5.1. Applicability:

The ESMF applies because the subproject is likely to have direct or indirect environmental or social impacts.

5.2. Eligibility (Exclusion List)

The subproject is eligible for support because it does not have any of the attributes in the following exclusion list.

Table 4: Exclusion list

#	Statement	Yes	No
1	Production or activities involving harmful or exploitative forms of forced labor/harmful child labor;		X
2	Production or trade in any product or activity deemed illegal under host country laws or regulations or international conventions and agreements;		X
3	Production or trade in weapons and munitions;		X
4	Gambling, casinos and equivalent enterprises;		X
5	Trade in wildlife or wildlife products regulated under CITES;		X
6	Production or trade in radioactive materials;		X
7	Production or trade in or use of un-bonded asbestos fibers;		X
8	Production or trade in wood or other forestry products from unmanaged forests;		X

9	Production or trade in products containing PCBs;		X
10	Production, trade, storage, or transport of significant volumes of hazardous chemicals, or commercial scale usage of hazardous chemicals;		X
11	Production or trade in pharmaceuticals subject to international phase outs or bans;		X
12	Production or trade in pesticides / herbicides subject to international phase outs or bans;		X
13	Production or trade in ozone depleting substances subject to international phase out;		X
14	Production or activities that impinge on the lands owned, or claimed under adjudication, by indigenous peoples, without full documented consent of such people;		X
15	Power plants;		X
16	Large-scale transport infrastructure such as highways, expressways, urban metro-systems, railways, and ports;		X
17	Investments in extractive industries; commercial logging;		X
18	Dams, or projects involving allocation or conveyance of water, including inter-basin water transfers or activities resulting in significant changes to water quality or availability;		X
19	Activities that would significantly convert natural habitats or significantly alter potentially important biodiversity and/or cultural resource areas;		X
20	Activities that would require the relocation of residential households and/or significant involuntary land acquisition; or		X
21	Activities in disputed areas.		X

5.3. Environmental and Social Screening Form:

RMF-IU used the following form to screen for the potential environmental and social risks and impacts for the selected subproject under ESMF of the YIUSP II AF. The risk level of this subproject is moderate which requires preparation of ESMP. It does not require the preparation of ESIA as detailed in the ESMF or RAP as detailed in the RF because there is no need for land acquisition as the subproject will be rehabilitation and maintenance of an existing asphalted road in the same Right of Way. There will be no resettlement or displacement under this sub-project. However, site specific impacts that may be triggered are noise, dust emission, disruption of traffic, waste disposal and safety risks for workers and community including occupational health and safety. Minor, short term and localized air pollutions may be caused due to excavation works. The maximum depth of excavations is only 50-70 cm. Little noise from subproject rehabilitation is expected during implementation due to the use of heavy equipment. The subproject is expected to maximize the manual works which will minimize noise. The impact on air quality and noise is limited and they are seen as minor concerns. The corresponding mitigation measures for potential impacts are included in this ESMP and the environmental and social requirements for contractor will be included in the tender documents and contract. All environment, social, health and safety mitigation measures will be included in the contract. In addition, BoQs priced items for environmental and social safeguards including OHS will be included in the tender documents and contract.

Table 5: Environmental and Social Screening Form

Sub-Project Name and ID	Southern Ring Road IUS-AF-RMF-AMR-003
Subproject location	Urban Road in Amran City.
Implementing Partner	RMF/IU
Estimated Investment	USD 1,481,120
Was the site visited beforehand	Yes
Estimated Start/Completion Date	6 months from July 2022 to January 2023
Observations/Comments	Indicated below
Signature of ESSO	
Signature of Program Manager	

Question	Answer		ESS relevance	Due diligence/ Actions
	Yes	No		
Does the subproject involve civil works including new construction, expansion, upgrading or rehabilitation of existing infrastructure?	X		ESS1	ESMP, SEP
Does the subproject involve land acquisition and/or restrictions on land use?		X		SEP
Is the subproject associated with any external waste management facilities such as a sanitary landfill, incinerator, or wastewater treatment plant?		X		ESMP, SEP
Does the subproject have an adequate system in place (capacity, processes and management) to address waste?	X		ESS1, ESS3	ESMP
Does the subproject involve the recruitment of workers including direct, contracted, primary supply, and/or community workers?	X		ESS2	LMP, SEP
Does the subproject have appropriate OHS procedures in place, and an adequate supply of PPE (where necessary)?	X		ESS2	LMP
Does the subproject have a GM in place, to which all workers have access, designed to respond quickly and effectively?	X		ESS10	SEP
Does the subproject involve use of security or military personnel during construction and/or operation of healthcare facilities and related activities?		X		ESMP, SMP
Does the Sub-project establish and implement an appropriate quality management system to anticipate	X		ESS2, ESS4	ESMP, LMP

and minimize risks and impact that services may have on community health and safety?				
Does the sub-project apply the concept of universal access where technically and financially feasible?	X		ESS4	ESMP, SEP
Is the subproject located within or in the vicinity of any ecologically sensitive areas?		X		ESMP, SEP
Is the subproject located within or in the vicinity of any known cultural heritage sites?		X		ESMP, SEP
Does the project area present potential Gender-Based Violence (GBV) and Sexual Exploitation and Abuse (SEA) risk?	X		ESS1, ESS4	ESMP, SEP

6. Environmental and Social Impacts and Mitigation Measures

6.1. Environmental and Social Impacts

Implementing the rehabilitation and maintenance works of this subproject will defiantly have positive environmental and social impacts represented mainly by improving the pavement condition, improving access to services and upgrading the environmental condition toward climate change resilience. However, there will be temporary, and localized controlled impacts. The selection of the activities takes into consideration sustainability, climate change resilience and priority needs identified in consultations with Local Authorities LDAs and local communities. The sub-project will maximize the use of manual and local labor (High Labor-Intensive Work-HLIW) to support local communities and IDPs. The potential impacts associated with the maintenance activities of the sub-project were identified based on the ESMF general and specific impacts as well as based on the specific road characteristics, screening checklist and the expected intervention.

The field visit to the subproject sites was conducted during November 2021 and January 2022. Screening checklist was prepared as shown above. The start and end points, landmarks and photos of the subproject are shown and listed above.

Some negative impacts may be associated during the implementation of the sub-project. Since there are civil works, there will be impacts associated with waste production, noise, air pollution, soil groundwater, and runoff contamination. The impacts vary from minor to moderate and are localized and temporary. Minor, short term and localized air pollutions may be caused due to excavation works. Little noise from subproject rehabilitation is expected during implementation due to the use of heavy equipment. Additionally, waste will be disposed in the landfill in Amran city. This document includes waste management plan to deal with all issues related to waste from waste generation until disposal in coordination with local authorities and landfill management. Moreover, the subproject has an adequate system in place to address waste represented by capacity, process and management. Other potential negative impacts are those related to public and labor safety (OHS).. In the subproject involves recruitment of workers as it will be implemented by a contractor who will hire workers. The prepared LMP includes all the details in this regard. Furthermore, the subproject has appropriate OHS procedures in place so that the contractor is going to prepare C-ESMP and appoint an OHS officer for the subproject as well as supply adequate PPE. RMF-IU and UNOPS has strong monitoring and inspection on daily, weekly and monthly basis to ensure complete compliance particularly to OHS measures. For the GM, this subproject has GM in place; the contractor will raise the workers awareness on GM and will place a complaint box for workers. In addition, RMF-IU and UNOPS have GM system to increase communities access to GM. Moreover, the GM system can be accessed by any types of beneficiaries

and even workers. The subproject has established and implement an appropriate quality management system to minimize risks and impacts those services may have on community and safety; RMF-IU has close coordination with local authorities and plans to establish community / beneficiary committee to facilitate implementation and enhance coordination with utilities. The subproject applies the concept of universal access as it aims to facilitate access to services, provide labor opportunities to locals, enhance climate change resilience. Ultimately, the subproject presents potential GBV and SEA/SH, but these issues are very low to occur due to the local culture and social context. The subproject does not involve any land acquisition and/ or restrictions on land use.

Furthermore, there might be impacts associated with the economic activities and traffic movement. There may be temporary disruption of economic activities and traffic; however, the potential impacts will be temporary, limited and localized due to the subproject interventions. The control for eliminating and mitigating such impacts is strong and applicable. The scope of work, road width and history of success implementation of such subproject help to eliminate and mitigate the impacts effectively. these highlighted potential impacts will be addressed and mitigated by the necessary matching mitigation measures and full implementation of this Environment and Social Management Plan. However, there are many positive impacts which will be attained, particularly increased level of service for the maintained and rehabilitated road to good conditions and prevention of further deterioration, improving drainage, environment, health and safety conditions, reduce dust emissions, enhance the economic activities in the subproject area. The subproject will also provide an improved environment for area dwellers, creation of local employment through road maintenance and rehabilitation works and local economic development. It will improve access to health and education services. The subproject is not expected to have impacts on local biodiversity since it is located on an existing road pathway within an already built environment in Amran city. However proper management of waste and chemicals, if any, should be maintained in order to not contaminate runoffs and potentially affect animals, especially urban wildlife. For the potential risks and impacts associated with labors, discrimination in employment can occur in the workplace in various ways, such as being paid less, disproportionate selection and termination and inappropriately treated. There are also potential risks on child labor, SEA and SH as well as OHS and COVID-19 infections.

6.2. Environmental and Social Management Plan

UNOPS and RMF-IU will ensure implementation of proper mitigation measures for the potential impacts by including environmental and social requirements for contractor and OHS requirements in the contract and ensure that contractor's personnel are familiar with such clauses, as well as requiring contractors to comply with the World Bank Environmental, Social Health and Safety (ESHS) Guidelines and National Labor Law (Decree 5/1995) and applicable International Labor Organization conventions on workplace conditions. The following table includes the mitigation measures for the potential risks and impacts:

Table 6: Environmental and Social Management Plan

Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
Social Issues and Community Health and Safety				
Temporary disruption of economic activities including disruption of traffic and congestion due to road closure and detours.	<ul style="list-style-type: none"> - Prepare a traffic plan during implementation in coordination with the traffic Department. - Inform and coordinate with the local councils and traffic authority, public and roadside residents on the implementation schedule and the GM channels. - Shorten implementation period. - Doing road maintenance in sections. - Accelerate the rehabilitation activity and open up the site as soon as possible. - Control and manage traffic, by arranging detours and alternate bypass for traffic and roadside residences & businesses for each site using traffic cones, barriers, fences, or lights as appropriate in coordination with traffic officers and according to the work plan provided by the contractor (CESMP) and approved by UNOPS City Engineer and RMF-IU. - The contractor should not start any maintenance activities before the installation of traffic safety and control safeguards. - Maintaining corridors for access to economic activities. 	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ Items. Mandatory (Contractual Obligation)
Public safety during the rehabilitation phase.	<ul style="list-style-type: none"> - Conduct management and safety plan for maintenance and rehabilitation activities. - Install warning signs near and around the working sites. - Erect removable barriers in high risk; - Provide and maintain required barricades, guards, fencing, shoring, temporary roadways, footpaths, lighting and traffic flagging. - Protect workers and the public by covering openings and by protected fencing, barricaded and guardrails. - Protect proper shielding scaffolds. 	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ Items. Mandatory (Contractual Obligation)

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
The risk of employing children in work activities	<ul style="list-style-type: none"> - Verify that all workers are older than 18 when hiring; - Exclude all persons under the age of 18. - Review and retain copies of verifiable documentations concerning the age of workers. 	Contractor, RMF-IU and UNOPS	Contractor, RMFIU, UNOPS and TPM	Mandatory
Lack of addressing complaints	<ul style="list-style-type: none"> - A complaints register will be kept on site and this will feed into the GM. Details of complaints received will be incorporated into the audits as part of the monitoring process. - Auditing should be conducted to the worker grievances continuously. - Raise awareness of public and workers on the GM channels. 	Contractor UNOPS, and RMF-IU	Contractor, RMFIU, UNOPS and TPM	Mandatory
Sexual harassment, abuse, gender-based violence, and discrimination	<ul style="list-style-type: none"> - Contractors must address the risk of gender-based violence, SEA and SH through: <ul style="list-style-type: none"> o Mandatory and repeated training and awareness-raising for the workforce about refraining from unacceptable conduct toward local community members, specifically women. o Informing workers about national laws that make sexual harassment and gender-based violence a punishable offense that is prosecuted. o Introducing a Worker Code of Conduct as part of the employment contract, and including sanctions for non-compliance (e.g., termination). o Set up a solid GM and code of conduct and contractual provisions to prevent the act of GBV and SEA. o Adopting a policy to cooperate with law enforcement agencies in investigating complaints about gender-based violence. - Contractor and workers to sign the code of conduct, and ensure workers comply and adhere to the code of conduct. - Conduct regular awareness session on site in GBV prevention. - GM system is in place to handle any issue on Gender SEA and GBV. 	Contractor/ RMF-IU supervision consultant	Contractor, RMFIU, UNOPS and TPM	Mandatory

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
<p>Poor coordination, planning and sequencing of work could lead to the breakdown of unseen underground services networks (electric power cables, telephone lines, water distribution networks).</p>	<ul style="list-style-type: none"> - Coordinate with local councils, beneficiary committees, and other competent utilities authorities. - Inspection of site to clearly identify any electrical hazards or other utility lines damages in the area of cutting. - Use the designs and plans of the underground networks in coordination with competent authorities/ utilities to identify the location of the underground pipes and cables. - Repair any damage caused by the Contractor’s activities, in coordination with concerned authorities. - The contractor should coordinate with the Traffic Department to prepare a Traffic Management Plan for traffic detours to ensure traffic transfers are smoothly managed for each street/ work area with a clear plan and an engineering scheme. - Safeguard all existing structures, works, pipes, cables, sewers, or other services or installations from harm, disturbance or deterioration during maintenance activities. - Backfill service trenches as soon as possible after the service has been maintained and if possible, on the same working day. 	<p>Contractor</p>	<p>Contractor, RMFIU, UNOPS and TPM</p>	<p>Mandatory</p>
<p>Low aesthetic value of landscape such as accumulation of waste and debris in the rehabilitation site and damaged curbs and tiles.</p>	<ul style="list-style-type: none"> - Replant the damaged and dry trees with native non-invasive trees, available in local nurseries, in the median island and sub-project area. - Remove the accumulated wastes and debris in the work site and median island. - Reconstruct damaged curbs, and tiles. - Rehabilitated sites must be cleaned when work is completed. 	<p>Contractor</p>	<p>Contractor, RMFIU, UNOPS and TPM</p>	<p>BOQ’s Items. Mandatory</p>
<p>General Environmental Impacts</p>				
<p>Dust generation during maintenance work’s excavation, backfilling, and compaction of the pavement layers. Emissions from machinery and vehicles.</p>	<ul style="list-style-type: none"> - Properly use dust control methods, such as covers, water suppression, or increased moisture content for open materials storage piles, or controls, including air extraction. - Ensure spraying water efficiently during dust suppression to avoid wasting water. Water spraying can be carried out by using greywater if available or collected rainwater if possible. - Reduce the amount of water used to control dust, and use sweeping practices 	<p>Contractor</p>	<p>Contractor, RMFIU, UNOPS and TPM</p>	<p>BOQ Items. Mandatory (Contractual Obligation)</p>

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
	<p>rather than washing.</p> <ul style="list-style-type: none"> - Conducting cleaning activities away from drainage structures - Use well-maintained equipment. - Reduce dust generation due to cutting work by spraying water when needed and avoiding spraying water where electrical live lines are presented. - Cover open bodied trucks handling sand, gravel or earth. - Regularly clean road surfaces within the maintenance sites to remove accumulated fine material, and regularly clean transportation vehicles. - Ensure turning off vehicles and machinery when not in used to reduce NOx and CO and PM emissions from machinery and vehicles used. 			
<p>Increased levels of noise and vibration due to heavy vehicles and equipment, which may be a nuisance to the community around the maintenance sites.</p>	<ul style="list-style-type: none"> - Use well-maintained equipment. - Shut down equipment when not directly in use. - Use operational noise mufflers. - Limit noisy activities to normal daylight hours. - Limit vehicle speed at critical locations. - Provide advance notice to occupants if an activity involving high level impact noise is in close proximity to buildings. - Ensure turning off machinery and vehicles when not in use. 	<p>Contractor</p>	<p>Contractor, RMFIU, UNOPS and TPM</p>	<p>Mandatory (Contractual Obligation)</p>
<p>Production and disposal of debris and waste from maintenance and rehabilitation.</p>	<ul style="list-style-type: none"> - Apply proper Waste Management Plan. - All stored waste will be at designated isolated areas and will be well covered. - Work waste such as soil residues, stone- reshaping residues, empty cement/concrete bags will be collected in specific location daily with ensuring that the collected area does not cause any access restriction and will be stored away from runoff zones - Disposal approaches will be selected consistent with the characteristics of the waste and local regulations in coordination with the local authority. - Maintain good housekeeping practices by workers and avoid throwing domestic 	<p>Contractor</p>	<p>Contractor, RMFIU, UNOPS and TPM</p>	<p>BOQ Item. Mandatory</p>

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
	<p>waste into the ground</p> <ul style="list-style-type: none"> - All solid waste will be transported to designated landfills areas. 			
Hazardous material and waste handling	<ul style="list-style-type: none"> - Store hazardous materials (i.e paint) and waste according to their Material Safety Data Sheet. - Store paint or any suspected hazardous material away from runoff zones and soil and at properly insulated areas - Use PPEs when using paint or chemicals. - Ensure proper waste disposal by certified contractors 	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ Item. Mandatory
	-			
Disruption of environment by borrow pits and quarries	<ul style="list-style-type: none"> o Materials required for rehabilitation and maintenance must be obtained from approved borrow areas and quarries and avoid ecologically sensitive zones; o If a contractor should seek to develop, operate and reinstate borrow pits and /or quarries, the contractor will adhere to the following: o Inform RMF-IU and UNOPS about developing and operating or reinstating borrow pits and/ or quarries for approval. o Obtain all necessary permits for borrow pits and quarry operations. o Locate quarry sites as far away from settlements as possible. o Ensure quarries are not ecologically sensitive zones o Locate borrow pits and quarries at least 100 m from watercourses or human habitations. o Fence and secure quarry sites. o Locate, to the extent possible, borrow pits on land that is not used for cultivation and is not wooded. o The use of explosives is prohibited. o Apply all the working conditions and labor requirements. 	Contractor	Contractor, RMFIU, UNOPS and TPM	Mandatory
Leakage of vehicles lubricants and oil in worksites.	<ul style="list-style-type: none"> - Avoid any leakage of oil in worksite. - Avoid refueling a gasoline vehicle or changing lubricants in places on site other 	Contractor	Contractor, RMFIU,	Mandatory

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
	allocated locations. - Use impervious surfaces for refueling areas and other fluid transfer areas. - Carry a spill prevention kit in case of leakage and ensure removal of leaks right away		UNOPS and TPM	
Soil/ groundwater/ runoff contamination and improper management of hazardous material and waste	- Pave in dry weather to prevent runoff of paint, asphalt or concrete materials and avoid working during rainy seasons - Cover storm drain inlets and manholes during paving operations - Conduct cleaning activities away from drainage structures - Properly store all types of waste and hazardous chemicals if any in insulated areas according to their MSDSs to avoid spillage and away from runoff areas and soil - Remove spills if any regularly - Ensure concrete mixing if any is done at designated insulated areas away from soil, and water drains. - Ensure hazardous chemicals and waste, if any, are stored, handled and disposed of according to their Material Safety Data Sheets. - Construction waste should be stored and handled in designated areas away from the soil and water runoffs. Ensure no clogged runoffs/drainage zones.	Contractor	Contractor, RMFIU, UNOPS and TPM	Mandatory
Biodiversity (wildlife associated with human activities)	- Follow all measures provided in air, noise, soil groundwater runoff, hazardous materials and all types of wastes management.	Contractor	Contractor, RMFIU, UNOPS and TPM	Mandatory
Blockage of culverts, drainage ditches, storm water catchment basin and channels.	- Clean and maintain drainage structures. - Provide adequate drainage works. - Store waste away from drainage zones - Ensure work quality taking into consideration climate change resilience.	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ's Item. Mandatory
Water logging due to inefficient drainage for surface runoff in some locations or shallow water.	- Keeping trenches and excavations free of water. - Dewatering surface water if needed using water vacuum mobile tankers. - Provide adequate and efficient drainage for surface runoff.	Contractor	Contractor, RMFIU, UNOPS and	BOQ's Item. Mandatory

Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
	- Ensure proper waste management and no wastes to be stored in drainage areas		TPM	
	-			
Disruption of environment due to uncontrolled sources of construction materials.	<ul style="list-style-type: none"> - Ensure that construction materials are brought from licensed sources in the same area and transported in licensed trucks with controlled load and well contained and covered - Avoid the construction of new quarries and new sites for construction materials. 	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ Item. Mandatory
Occupational Health and Safety and labor issues				
Worker safety and work related accidents and injuries (direct workers, contracted workers and primary supplier workers) falling in excavated zones 50-70cm and risks of wounds	<ul style="list-style-type: none"> - Maintain insurance coverage for workers in subproject sites according to the requirements and conditions of insurance in the bidding documents which should comply with labor law, UNOPS and the World Bank requirements. - Provide occupational health and safety training to all employees involved in the works. - Provide protective masks, safety helmets, goggles, shoes and overall safety materials as appropriate. - Provide workers in high noise areas with earplugs or earmuffs. - Ensure availability of first aid boxes. - Following driving safety instructions i.e., trained drivers, following speed limits, using well maintained trucks. - Heavy equipment must be inspected on a daily basis to ensure their conditions and detect any failures. - The contractor shall maintain a flagman for heavy equipment in work sites. - The contractor shall prepare an emergency plan with the C-ESMP to address OHS emergency. Ensure air and noise mitigation measures stated previously are well implemented - No explosives to be used in the project or activities related to the project. - Avoid working in extreme environments/weathers - Provide resting times to workers - Add signs and possibly barriers to warn workers from falling in excavated zones 	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ Items. Mandatory

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
	<ul style="list-style-type: none"> - Ensure workers are staying alert in order to not fall in excavated zones and risking injuries. - The contractor shall appoint an OHS officer for the subproject. - Conduct strong monitoring and inspection on daily, weekly and monthly basis to ensure complete compliance to OHS measures. - Provide safe access to get in and out. - A boundary safety is required to be established around the site to prevent unauthorized access. - The contractor should prepare an emergency plan 			
<p>Risk to workers from hazardous material used for work, such as fuel, lubricating oil, paints and chemicals.</p>	<ul style="list-style-type: none"> - Train workers regarding the handling of hazardous materials and wastes. - Store hazardous materials and wastes as per their MSDSs and the national and international laws and guidelines including the World Bank and UNOPS Environmental Health, and Safety (EHS) Guidelines - Ensure availability of fire extinguishers and usage know how. - Clear identification, labelling, storage, no smoking sign. - -Ensure workers dealing with cement or concrete and paint are equipped with proper PPEs. 	Contractor	Contractor, RMFIU, UNOPS and TPM	Mandatory
<p>Poor onsite sanitation or water supply, leading to illness and disease.</p>	<ul style="list-style-type: none"> - Provide workers with access to toilets and sanitation tools, such as soap and tissue, through renting toilets and/ or contracting with public toilets close to the working sites. - Provide potable drinking water through distributing drinking water containers/ pottles for all working sites - Ensure proper housekeeping practices - Ensure all surfaces are free from oil, grease, or any other contaminants, particularly soluble contaminants. - Provide and implement safety precautions onsite during implementation of the sub-project. 	Contractor	Contractor, RMFIU, UNOPS and TPM	Mandatory

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
Risk of Manual Handling	<ul style="list-style-type: none"> - Avoid the need for manual handling as possible. - Reduce the load risk by using lighter weights or more stable containers. - Reorganize the activity to further reduce the impact on the individual(s). - Utilize mechanical lifting aids or equipment as appropriate. - Ensure appropriate rest breaks, job rotation and training for workers. - Provide personal protective equipment (e.g. gloves, foot protection, and non-slip footwear). - Prohibit any work during storm or dusty periods 	Contractor	Contractor, RMFIU, UNOPS and TPM	BOQ Item. Mandatory
Influx of non-local manual labor and risk of GBV and SEA.	<ul style="list-style-type: none"> - Verify that local manual labor is hired from the sub-project area to provide work opportunities for local communities and to avoid non-local labor influx as possible. 	Contractor, UNOPS, and RMF-IU	Contractor, RMFIU, UNOPS and TPM	Mandatory
COVID-19 spread causing illnesses	<ul style="list-style-type: none"> - Ensure adherence to COVID-19 precautionary measures by all workers. - Ensure face masks are available and used by all workers. - Ensure awareness sessions are conducted on COVID-19 with all workers. - Ensure availability of hygiene kits, soap, clear water, and hygiene etiquette is followed. - Ensure social distancing is applied in the worksite. 	Contractor/ workers	Contractor, RMFIU, and UNOPS	Mandatory
Discrimination in employment can occur in the workplace in various ways	<ul style="list-style-type: none"> - The employment of all project workers be based on the principles of non-discrimination and equal opportunity and no discrimination is allowed with respect to any aspects of the employment relationship, including recruitment, compensation, working conditions and terms of employment, access to training, promotion, or termination of employment. - Rely on the relevant provisions of the Yemeni Labor Code where match ESS2 requirement, most particular Article 42 regarding the equal employment confections for women, and Articles 43-47 defining special measures to address the vulnerabilities of women workers. 	UNOPS, RMF-IU, Contractors and workers	Contractor, RMFIU, UNOPS and TPM	Mandatory

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Potential impact	Mitigation measures	Implementation responsibility	Monitoring responsibility	Cost
Lack of addressing/ dealing worker grievances	<ul style="list-style-type: none"> - Contractor should install complaint box visible and accessible for workers - Contractors should have a complaint record including details of handling complaints. - Auditing should be conducted to the worker grievances continuously. - Raise awareness of public and workers on the GM channels. 	Contractor UNOPS, and RMF-IU	Contractor, RMFIU, UNOPS and TPM	Mandatory
Specific Mitigation Measures				
Operational phase				
Operation and maintenance: Lack of maintenance	<ul style="list-style-type: none"> - Maintenance is required to ensure sustainability of this project. - Inform the locals on maintenance periods and ensure providing alternative road access during maintenance work - Ensure same mitigation measures are applied during maintenance works 	Local Authority	Local authority	

Table 7: Waste Management Plan

Potential impact	Mitigation measures	Implementation responsibility	Monitoring and Reporting	Cost
Production and disposal of rehabilitation work's debris and waste materials.	<p><u>Loading:</u></p> <ul style="list-style-type: none"> • Properly collect and load the debris and domestic waste using well maintained equipment to suitable trucks with suitable load and put more emphasis on the safeguards requirements. Solid wastes should be stored in designated zones and away from drains and runoff zones. • Hazardous waste should be handled and stored and disposed according to their MSDSs. Storage of hazardous waste should be at designated inaccessible sites and at well insulated zones, away from runoff/ drains • The contractor should continuously remove the waste immediately and transfer it to the approved disposal site. • Minimize littering of roads by ensuring that vehicles are licensed and loaded in such a manner as to prevent falling off or spilling of construction materials, and by sheeting the sides and tops of all vehicles carrying sand, other materials or debris. 	Contractor	RMF-IU and UNOPS Site Engineers/ Environmental, Social and OHS Specialists and Contractor's Safety Officers.	BOQ item. Mandatory
	<p><u>Transportation:</u></p> <ul style="list-style-type: none"> • Properly transport the loaded wastes and debris and hazardous waste (separately) by suitable trucks with emphasis to cover trucks with appropriate tarp to avoid spillage during transportation. And direct the drivers to follow the driving safety instructions i.e. licensed and well-trained drivers, following speed limits, using well maintained trucks; and follow the traffic rules. 	Contractor	RMF-IU and UNOPS Site Engineers/ Environmental, Social and OHS Specialists and Contractor's Safety Officers.	BOQ Item Mandatory
	<p><u>Final Disposal:</u></p> <ul style="list-style-type: none"> • Properly dispose of waste at designated permitted sites landfill allocated by the local authorities and cleaning funds; and attach the receipt of waste from the relevant landfill authorities to the site engineer. 	Contractor	RMF-IU and UNOPS Site Engineers/ Environmental, Social and OHS Specialists and Contractor's Safety Officers.	BOQ Item Mandatory

7. Environmental and Social Monitoring Plan:

The implementation of the mitigation measures will be monitored accordingly through daily, weekly, monthly and in regular basis by the contractor, supervisor consultant, RMF-IU and UNOPS engineers as well as by TPM. The following aspects will be monitored (though the list will keep updated to accommodate any emergency or updated aspects that may be recommended by the monitoring reports):

Table 8: Environmental and Social Monitoring Plan

Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
Social Issues and Community Health and Safety			
Temporary disruption of economic activities, including disruption of traffic and congestion due to road closure and detours	<ul style="list-style-type: none"> - Site inspection and documentation of community economic activities nearby site. - Visual observation and photographic documentation of traffic management plan - Indicators: <ul style="list-style-type: none"> o Traffic congestion time/period o Time / period of access economic activities and services o Number of reported traffic grievance 	Once before commencement Once during maintenance Once after completion Upon any complaint.	Contractor, RMFIU, UNOPS and TPM
Public safety during the rehabilitation phase.	<ul style="list-style-type: none"> - Visual observation and photographic documentation of safety measures. - Visual observation for installing warning signs, barricading of working areas with safety tapes and fencing/barricades to prevent unauthorized access of public and pedestrians to the working areas. - Indicators: <ul style="list-style-type: none"> o Number of project recorded injuries and incidents o Number of reported safety grievance and feedback 	Daily basis during rehabilitation work and weekly during site inspection visits, On any complaint.	Contractor, RMFIU, UNOPS and TPM
TThe risk of employing children for work activities.	<ul style="list-style-type: none"> - Site inspection, checking and documentation of contractor employee records - Indicator: 	Weekly during maintenance and site inspection.	Contractor, RMFIU, UNOPS and TPM

Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
	<ul style="list-style-type: none"> ○ Number of reported child labor 		
Complaints	<ul style="list-style-type: none"> - Review the complaint record - Site inspection and consultation - Indicators: <ul style="list-style-type: none"> ○ Number of reported grievance 	Continuous	Contractor, RMFIU, UNOPS and TPM
Sexual harassment, abuse, gender-based violence, and discrimination	<ul style="list-style-type: none"> - Inspection and consultation - Indicators: <ul style="list-style-type: none"> ○ Number of reported grievance ○ Number of reported cases 	Continuous	Contractor, RMFIU, UNOPS and TPM
General Environmental Impacts			
Dust generation during maintenance work's excavation, backfilling, and compaction of the pavement layers.	<ul style="list-style-type: none"> - Visual observation and photographic documentation of equipment induced dust clouds during maintenance/ rehabilitation activities - Indicators: <ul style="list-style-type: none"> ○ Visible dust and smoke emissions 	Daily during rehabilitation works. Upon any complaint.	Contractor, RMFIU, UNOPS and TPM
Increased levels of noise and vibration due to heavy vehicles and equipment, which may be a nuisance to the community around the maintenance sites.	<ul style="list-style-type: none"> - Site supervision/inspection and documentation to ensure compliance with the noise mitigation measures - Indicators: <ul style="list-style-type: none"> ○ Rate of noise and hours of exposure to noise ○ Number of reported complaints 	Weekly during site inspection. Upon any complaint.	Contractor, RMFIU, UNOPS and TPM
Production and disposal of debris and wastes from maintenance and rehabilitation.	<ul style="list-style-type: none"> - Inspection and photographic documentation - Indicators: <ul style="list-style-type: none"> ○ Records of presence of wastes stored in open areas or near drainage areas and increase in waste pollution ○ Number receipt of waste disposal from landfill 	Continuous daily and in weekly site inspection	Contractor, RMFIU, UNOPS and TPM
Poor coordination, planning and sequencing of work could lead to the breakdown of unseen	<ul style="list-style-type: none"> - Inspection and photographic documentation. - Indicators: <ul style="list-style-type: none"> ○ Number of community grievances/complaints related to 	Continuous	Contractor, RMFIU, UNOPS and TPM

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Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
underground services networks (electric power cables, telephone lines, water distribution networks).	underground services. <ul style="list-style-type: none"> ○ Number of reported incidents related to breakdown of service networks 		
Disruption of environment by borrow pits and quarries	<ul style="list-style-type: none"> - Site inspection and documentation of material sources - Indicators: <ul style="list-style-type: none"> ○ The primary supplier is officially licensed ○ Loss of vegetation cover 		
Leakage of vehicles lubricants and oil in worksites.	<ul style="list-style-type: none"> - Visual observation and photographic documentation of equipment and soil leaks - Indicators: <ul style="list-style-type: none"> ○ detected through changes in soil color 	Monthly and Weekly during rehabilitation work and site inspection. Upon any complaint.	Contractor, RMFIU, UNOPS and TPM
Soil/ groundwater/ runoff contamination and improper management of hazardous material and waste	<ul style="list-style-type: none"> - Visual observation, inspection and photographic documentation of equipment and soil leaks - Indicators: <ul style="list-style-type: none"> ○ Taking samples of groundwater nearby the subproject if any. ○ Change in soil colors ○ Presence of dead animals close to project site 	Continuous daily in site inspection	Contractor, RMFIU, UNOPS and TPM
Blockage of culverts, drainage ditches, storm water catchment basin and channels.	<ul style="list-style-type: none"> - Site inspection and photographic documentation of cleaning activities - Indicators: <ul style="list-style-type: none"> ○ Visible blockage of culverts, drainage ditches, storm water catchment basin and channels ○ Presence of wastes and construction materials in channels. 	Continuous	Contractor, RMFIU, UNOPS and TPM
Water logging due to inefficient drainage for surface runoff in some locations or shallow water.	<ul style="list-style-type: none"> - Site inspection and design review of water logging location and photograph documentation - Indicators: <ul style="list-style-type: none"> ○ Visible presence of shallow water ponds 	Continuous	Contractor, RMFIU, UNOPS and TPM

Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
Low aesthetic value of landscape such as accumulation of waste and debris in the rehabilitation site and damaged curbs and tiles.	<ul style="list-style-type: none"> - Site inspection and documentation of general landscape - Indicator <ul style="list-style-type: none"> o Visible deterioration of aesthetic value of landscape o Presence of wastes at undesignated sites. 	Continuous	Contractor, RMFIU, UNOPS and TPM
Disruption of environment due to uncontrolled sources of construction materials.	<ul style="list-style-type: none"> - Site inspection and documentation of material sources, amount and storage areas - Indicators: <ul style="list-style-type: none"> o Visible disruption of environment o Sites of material sources are not officially licensed 	Continuous	Contractor, RMFIU, UNOPS and TPM
Unsustainability of the project due to lack of maintenance during operation	<ul style="list-style-type: none"> - Site inspection and photographic documentation during DNP - Indicators: <ul style="list-style-type: none"> o Appearance of work failure and defects 		
Occupational Health and Safety and Labor Issues			
Worker safety and work related accidents and injuries.	<ul style="list-style-type: none"> - Inspection and photographic documentation - Maintaining a record of injuries and accidents specifying cause and location - Contractors are required to provide a list of trained workers, who will be checked for their training skills and age and the measures will be implemented onsite and followed by regular monitoring visits. - Indicators: <ul style="list-style-type: none"> o Number of reported labor injuries and accidents o Number of trainings provided to workers on OHS o number of work hours o lost time incidents o Number of medical treatment cases o Number first aid cases o number of high potentials near misses 	Continuous daily	Contractor, RMFIU, UNOPS and TPM
Risk to workers from hazardous	<ul style="list-style-type: none"> - Inspection and photographic documentation 	Continuous daily	Contractor,

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Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
material used for work, such as fuel, lubricating oil, paints and chemicals.	<ul style="list-style-type: none"> - Maintaining a record of injuries and accidents specifying cause and location. - Indicators: <ul style="list-style-type: none"> o Number of reported incidents 		RMFIU, UNOPS and TPM
Poor onsite sanitation or water supply, leading to illness and disease.	<ul style="list-style-type: none"> - Site inspection - Indicators: <ul style="list-style-type: none"> o Absence of toilets o Number of reported infections by illness and diseases occur among workers o Absence of water and soap in toilet. o Presence of pests 	Weekly during maintenance work and site inspection.	Contractor, RMFIU, UNOPS and TPM
Workers not wearing full PPEs	<ul style="list-style-type: none"> - Inspection and photographic documentation - Indicators: <ul style="list-style-type: none"> Number of workers adhering to PPEs 	Continuous daily	Contractor, RMFIU, UNOPS and TPM
Risk of Manual Handling	<ul style="list-style-type: none"> - Inspection and photographic documentation - Maintaining a record of injuries and accidents specifying cause and location. - Indicators: <ul style="list-style-type: none"> o Period/ time of manual handling o Number of reported incidents due to manual handling 	Continuous	Contractor, RMFIU, UNOPS and TPM
The risk of influx of non-local manual labor and risk of GBV and SEA.	<ul style="list-style-type: none"> - Inspection and maintaining a record of local manual labors specifying location. - Indicators: <ul style="list-style-type: none"> - Number of non-local manual labor - Number of reported GBV cases and complaints 	Continuous	Contractor, RMFIU, UNOPS and TPM
COVID-19 spread causing illnesses	<ul style="list-style-type: none"> - Number of sick workers - Number of workers adhering to wearing PPEs through visual Inspection 		Contractor, RMFIU, UNOPS and TPM

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Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
Discrimination in employment can occur in the workplace in various ways	<ul style="list-style-type: none"> - Inspection and auditing for workers documents. - Number of reported GM regarding labor discrimination, rights and issues 	Continuous	Contractor, RMFIU, UNOPS and TPM
Worker grievances:	<ul style="list-style-type: none"> - Number of grievances, details including occurrence date, grievance, type and date submitted; actions taken and dates; resolution (if any) and date; and follow-up yet to be taken <p>grievances listed should include those received since the preceding report and those that were unresolved at the time of that report.</p>	Continuous	Contractor, RMFIU, UNOPS and TPM
Other Specific Monitoring Measures			
Environmental incidents and near misses	<ul style="list-style-type: none"> - Records and numbers of environmental incidents and high potential near misses and how they have been addressed, what is outstanding, and lessons learned. 	Continuous	Contractor, RMFIU, UNOPS and TPM
Major works:	<ul style="list-style-type: none"> - Work undertaken and completed, progress against project schedule, and key work fronts (work areas). 	Continuous	Contractor, RMFIU, UNOPS and TPM
E&S and OHS requirements:	<ul style="list-style-type: none"> - Register non-compliance incidents with permits and national law (legal noncompliance), project commitments, or other E&S requirements. 	Continuous	Contractor, RMFIU, UNOPS and TPM
E&S, OHS inspections and audits:	<ul style="list-style-type: none"> - By contractor, engineer, or others, including authorities to include date, inspector or auditor name, sites visited, and records reviewed, major findings, and actions taken. 	Continuous	Contractor, RMFIU, UNOPS and TPM
Workers:	<ul style="list-style-type: none"> - Number of workers, indication of origin (expatriate, local, nonlocal nationals), gender, age with evidence that no child labor is involved, and skill level (unskilled, skilled, supervisory, professional, management). 	Continuous	Contractor, RMFIU, UNOPS and TPM

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Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
Training on E&S issues	- Including dates, number of trainees, and topics.	Once conducted	Contractor, RMFIU, UNOPS and TPM
Footprint management:	- Details of any work outside boundaries or major off-site impacts caused by ongoing Work to include date, location, impacts, and actions taken.	Continuous	Contractor, RMFIU, UNOPS and TPM
External stakeholder engagement:	- Highlights, including formal and informal meetings, and information disclosure and dissemination to include a breakdown of women and men consulted and themes coming from various stakeholder groups, including vulnerable groups (e.g., disabled elderly, children, etc.).	Continuous	Contractor, RMFIU, UNOPS and TPM
Details of any security risks	- Details of risks the contractor may be exposed to while performing its work—the threats may come from third parties external to the project	When occurred	Contractor, RMFIU, UNOPS and TPM
Major changes to contractor’s environmental and social practices.	- Records of major changes to contractor’s environmental and social practices.	Continuous	Contractor, RMFIU, UNOPS and TPM
Deficiency and performance management	- Actions taken in response to previous notices of deficiency or observations regarding E&S performance and/or plans for actions to be taken—these should continue to be reported until UNOPS determines the issue is resolved satisfactorily	Continuous	Contractor, RMFIU, UNOPS and TPM
Complaints Handling	- Number of registered complaints and type will be kept on site and this will feed into the GM. Details of complaints received will be incorporated into the audits as part of the monitoring process.	Continuous	Contractor, RMFIU, UNOPS and TPM
GBV and SEA issues	- Number of reported and registered cases of the SEA/SH through project GM. - Number of reported cases of contractors’ noncompliance to PSEA/SH obligation on work sites.	Continuous	Contractor, RMFIU, UNOPS and TPM

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Impacts	Measurements (incl. methods & equipment) and indicators	Frequency	Implementation responsibility
<p>The costs on monitoring by the Contractor, RMF-IU and UNOPS will be under their responsibility in means of core staff LOE, while the costs of monitoring by an independent external auditor/consultant are included in separate contract between UNOPS and the TPM for the whole YIUSEP II AF including urban roads subcomponent.</p>			

8. Public Consultation

Public consultation process takes the form of semi-structured and direct interviews with local communities and group discussions with other stakeholders in the selected road areas. They were conducted in Amran city in the subproject areas taking into consideration precautionary measures to avoid the spread of Covid-19; social distance was applied and implemented outdoors.

The consultations with men were conducted in the sub-project areas on 24 -26 January 2022 by RMF-IU specialist with 27 men, while the consultations with women were implemented on 15-16 November 2021 by RMF-IU Female Social Facilitator with 20 females. The key informants consulted are the governor of the governorate, general manager of public works office in Amran, and other general managers of service offices in Amran as well as local councils' representatives. The samples of other men consulted are drivers, governmental employees, shop workers/ owners, motorcyclists, university students, hourly paid workers, disable persons, bitty traders, traffic police, IDPs, etc. while the women consulted include housewives, university students, teachers, office secretary, female employee, nurse, dentist, etc. The following table shows names and details about the consulted persons.

Table 9: Number of consultations with men and women

#	Consultations	Number of persons consulted	Date
1	Consultation with women	20	15-16 November 2021
2	Consultation with men	27	24 -26 January 2022

8.1. Topics of the Consultations:

The consultations with men and women covered several issues and topics are to:

- Ensure of communities' needs and confirm the selection priority;
- Inform local communities about the subproject and its activities to be undertaken, its timetable;
- Inform them about their rights to have a job opportunity during implementation.
- Raise their awareness about subprojects potential risks such as safety, health, environmental, and social risks and required control measures.
- Document and address the local communities' concerns, expectations, and feedback.
- Ensure the participation of subproject beneficiaries both females and males.
- Discuss the positive impacts that the subprojects will have such as improved transportation services, accessibility and road safety;
- Discuss sub-projects possible negative impacts such as disruption of traffic and safety of workers and proposed mitigation measures and how to avoid and mitigate them.
- Inform them that the road traffic may temporarily be interrupted during implementation and how to coordinate with subproject supervisors and contractors to manage the traffic.
- Raise their awareness regarding social safeguards such as GBV, SH, and abuse, that may occur during the implementation and the required measures that should be taken in case of occurrence.
- Inform them about how to use the GM to give their opinions regarding social safeguard, OHS, and any complaints and concerns without fear.
- Raise their awareness for the COVID-19 pandemic and the precautionary measures as well as raise awareness on other diseases, such as Cholera.

8.2. Public Consultation Findings and Feedback

The consultation findings with interviewed people both males and females noted as interviewed have expressed their strong support and their urgent need to the sub-project. They showed their interest in

facilitating implementation and eager for road subproject as it is the key priority for them. Moreover, the interviewees expressed their happiness for hearing about the sub-project and how the planned activities will have positive impacts such as improving access to local services, schools and health care centers and other local services. The consulted beneficiaries have no concerns regarding land, noise, or SEA/SH. However, they have expressed some concerns about the delay of commencement and implementation in addition to the use of poor materials in rehabilitation; they also emphasize to avoid complete closure of the road during implementation and support the suggested mitigation measures to be used as to work section by section.

Therefore, they expressed their further needs and priorities to target other streets and roads in the city because the roads are much deteriorated and the most affected sector due to the current situation in the country and flood and as the roads serve all people in the city. They showed that it is an urgent need for them as it facilitates access to services including hospitals, schools, markets, etc.

8.3. Stakeholder Engagement and Information Disclosure

Stakeholder engagement and information disclosure took place in November 2021 organized by UNOPS and in January 2022 by RMF-IU. The project documents were disclosed, and stakeholders were engaged. RMF-IU and UNOPS will ensure stakeholder engagement and information disclosure also during implementation and operation with all representatives and communities affected by the subproject. Furthermore, the subproject contractor will be required to undertake a process of stakeholder engagement with representative persons and communities directly affected by the activities it undertakes, including, if necessary, the public disclosure of its C-ESMP. The subproject contractor will also maintain good relations with local communities throughout the subproject and will give these communities prior notice of plans and schedules as they might affect local people. Thus, the stakeholder engagement process and information disclosure will also be applicable in the subproject cycle.

8.4. Sustainability of Subproject

RMF-IU engages various stakeholders in implementation and the consultation process continues during and after implementation. To ensure sustainability of the subproject, a community committee is planned to be established before the commencement date which will work to ensure and confirm community participation, help in facilitating implementation. The beneficiary committees are formed from local councils, utilities, representatives of youth and women. The key duty of such committees is to ensure sustainability of the subproject after implementation phase. Also, coordination with Local Authorities / Councils took place to inform them on activities, the possibility of their role in facilitation during implementation. The implementation will take into consideration the climate change resilience to ensure sustainability through improving road drainage system capacity adopting to intensity and frequency of extreme rainfall events, ensuring work quality resistant to flash flood, adjustment of structural design of the pavement (flexible, semi-rigid and rigid/composite designs), etc.

8.5. Consultation during implementation

Consultations will continue during implementation with the previously consulted representative local communities to assess beneficiaries' satisfaction on implementation of mitigation measures and accommodation of all their concerns and will conduct broader consultation with more beneficiaries and wider representatives of local communities' citizens.

To ensure citizen engagement during subproject implementation, the following mechanism will be adapted:

- Continue consultation with local communities by interviews and using questionnaires to assess beneficiaries' satisfaction on the implementation of activities and safeguards.
- Hold interviews during implementation of subproject in the targeted areas with both male and female citizens/ beneficiaries conducted by male and female moderators/facilitators in separate sessions;
- Utilize GIS-based portal mapping for all activities including sub projects supported to promote transparency to reach more citizens.
- Utilize citizen engagement findings conducted for YIUSEP II AF which include a wide range of stakeholders.
- Explore using UNOPS' remote monitoring tools for engaging citizens in monitoring and quality assurance of subproject activities.
- Include a TPM component in reaching citizens and beneficiaries during implementation;
- Receive feedback from citizens through the RMF-IU and UNOPS established GM in Sana'a during implementation of subproject.

9. Grievance Mechanism (GM)

Bank procedures require that Grievance Mechanisms (GMs) be established and operational prior to commencement of the sub-projects, and that they continue to operate for one year following completion of the works for third party settlement of disputes arising from resettlement. This GM should take into account the availability of judicial recourse as well as traditional and community dispute resolution mechanisms.

UNOPS has established Grievance Mechanism (GM) for Yemen Integrated Urban Services Emergency Project to enable beneficiaries to communicate their concerns regarding the project activities. More specifically, the GM details the procedures that communities and individuals, who believe they are adversely affected by the project or a specific sub-project, can use to submit their complaints, as well as the procedures used by UNOPS and RMF-IU to systematically register, track, investigate and promptly resolve complaints.

RMF-IU has developed an GM for YIUSEP II and YIUSEP II AF along with UNOPS GM. This is to provide multiple access points to the GM for beneficiaries to voice their concerns.

Accordingly, hard copies of the translated application of the GM (attached in Annex 2) were provided to interviewed people and they have been informed that the GM contact information will be posted at the sub-project site to ensure any grievance can be addressed in an amicable manner. During monitoring, RMF-IU will conduct inspections for complaints. Resolving complaints at community level is always encouraged to address the problem that a person may have during implementation and/or operation phase.

RMF-IU maintains records for grievances and complaints including minutes of discussions, recommendations and resolutions made.

9.1. Registering Complaints

UNOPS and RMF-IU are providing multiple access points to the GM for beneficiaries to voice their concerns. These access points will be advertised at sub-project level and put on the sign boards on each sub-project site, and include GM contact information including hotline, landline, mobile SMS, email and website:

UNOPS GM

Address: Haddah Street, former European Union Office Building, Sana'a

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Tel: Landline +967 1 504914 and +967 1 504915, Toll Free 8000190
Focal Point: Marwa Obaid
SMS and WhatsApp: +967 739888388
Email: grm-yemen@unops.org
Website: www.unops.org

RMF-IU GM

Address: Building No. B5, Haddah Complex, Haddah Street, Sana'a, Yemen
Tel: Landline +967 1 510471 and Mobile: +967 779696132
Focal Point: Eshtar Fuad
SMS and WhatsApp: +967 779696132
Email: GRM-RMFIU-YEM@TUTANOTA.COM

The GM contact information will be posted in Arabic and be communicated through multiple channels to ensure all groups can easily access contact information and relevant mechanisms to provide feedback.

Grievances can be brought up by affected people in case of: (i) non-fulfillment of contracts or agreements; (ii) disputes related to destruction of assets or livelihoods; (iii) disturbances caused by rehabilitation activities; (iv) concerns around safety and protection related to project's activities.

Anonymous complaints will be admissible to their attention verbally or in writing by sub-projects affected communities or individuals and will relay these concerns in writing to UNOPS on a next day basis. UNOPS will determine if these concerns rise to the level of a complaint.

UNOPS will register the complaint in a dedicated log by gender, age, and location, and include a copy of the complaint and supporting documents. A draft template for registering grievances is annexed.

UNOPS will record and document complaints received in the sub-project file and the sub-project progress reports, including the number and type of complaints and the results of their resolution.

9.2. Tracking, Investigating and Resolving Complaints

The GM log maintained by UNOPS will track the date the complaint was received, date responded to, the type of response, and if the complaint was resolved to the satisfaction of the plaintiff.

The ESSO will coordinate with local partners, local field staff and local government officials to ensure prompt follow up action in response to each complaint. More specifically, the GM focal point will forename complaints:

Inform the plaintiff if the complaint is accepted or rejected within 3 days from receiving the complaint; any technical input from project engineers; if necessary, the response will require input from project engineers.

If the complaint is accepted, send the plaintiff an officially stamped review card indicating:

- plaintiff name or legal representative
- plaintiff address
- complaint title
- review date
- list of annexes submitted with the complaint

Work with engineers, local partners, and contractors to resolve the complaint within 28 days of its submission.

9.3. Grievance Categories

The grievance could be among but not limited to the following categories:

- Access to project benefits (e.g., no or insufficient jobs created for local communities);
- Non-equal distribution of project services among target beneficiaries;
- Disputes (e.g. matters raised by/related to beneficiaries.
- Disturbance (e.g. noise, traffic road access and public safety etc.).
- GBV/SH grievance
- Internal grievance (workers grievance)

9.4. Steps to handle GM

- Publicizing: stakeholder's consultation, printed materials;
- Receiving and registering complaints: staff at local and central level who will be responsible for receiving, registering and tracking complaints;
- Acknowledging: The GM staff (team) acknowledges receipt of the complaint within 2-3 working days. Inform the complainant on the eligibility of his/her complaint;
- Anonymous complaints: To be studied as well;
- Reviewing and investigating, collect, review and analyze related documents;
- Conducting interviews of the people involved, officers and staff;
- Analyzing the related national legislations & regulations, World Bank Policies & Guidelines and UNOPS standards;
- Summarizing the facts and findings;
- Developing resolution options: based on the collected evidence, the GM staff (team) will draw conclusions, make recommendations for solutions, and present it to the complainant;
- If the solution is not accepted, complaint will be presented to the Program Manager as a second level to appeal who can make the resolution and/or can delegate an arbitrary to investigate on the complaint and propose recommendations for resolution;
- Implementing resolution: If the solution is accepted, then will be implemented;
- Monitoring and closing: the complaint should be monitored for a reasonable period of time to make sure that the complainant does not express additional concerns, and then the complaint could be closed.
- Reporting (recording): prepare concise summary reports of the complaints received, with the resolutions taken and status of resolutions implementation, and filled in the database with detailed records. Annex 2 summarizes the complaints management review process.

10. Reporting of ESMP

The RMF-IU ESSO will report to UNOPS on monthly basis the implementation of the ESMP and UNOPS will report the ESMP implementation to the WB. There will be also irregular reports base on the situation and updates. The RMF-IU Supervision Consultant will monitor and report monthly and irregularly on the level of mitigation measures implementation and environmental issues. As shown in Annex 1, the contractors shall monitor, keep records and report on the following environmental and social issues: safety, environmental incidents and near misses, major works, ESHS requirements, ESHS inspections and audits: workers, training on ESHS issues, footprint management, external stakeholder engagement, details of any security risks, worker grievances, external stakeholder grievances, major changes to Contractors environmental and social practices, deficiency and performance management.

The following table provides indicative reporting plan.

Table 10: Reporting plan

What	How	Who	When
Compliance level to the ESMP including environmental and social issues, OHS, GM, etc.	Based on monitoring and inspections, log, the consultant reports, GM log	Environmental Specialist	Monthly from RMF-IU to UNOPS and quarterly from UNOPS to WB.
Compliance level to the ESMP and environmental and social issues: safety, environmental incidents and near misses, major works, ESHS requirements, ESHS inspections and audits: workers, training on ESHS issues, footprint management, external stakeholder engagement, details of any security risks, worker grievances, external stakeholder grievances, major changes to Contractors environmental and social practices, deficiency and performance management.	Consultant based on monitoring, inspection, records, logs, contractor reports.	RMF-IU Supervision consultant	Monthly and based on cases
Environmental and social issues: safety, environmental incidents and near misses, major works, ESHS requirements, ESHS inspections and audits: workers, training on ESHS issues, footprint management, external stakeholder engagement, details of any security risks, worker grievances, external stakeholder grievances, major changes to Contractors environmental and social practices, deficiency and performance management.	Contractor ESSO based on monitoring, inspection, records, logs.	Contractor	Monthly and based on cases

Annex 1: Environmental and Social Requirements for Contractors

Contractors shall meet the following Environmental, Health, Safety and Social (including labor) requirements – thereafter called ESHS requirements⁶.

The ESHS requirements include 10 sections

1. Contractor Environmental and Social Management Plan (C-ESMP)
2. ESHS Training
3. Construction Site Management
4. Occupational Health and Safety (OHS)
5. Road safety and Traffic Safety
6. Chance Find Procedures
7. Emergency Preparedness and Response
8. Stakeholder Engagement
9. Code of Conduct
10. Contractor Environmental and Social Reporting

Contractor Environmental and Social Management Plan (C-ESMP)

- Prepare and submit to RMF-IU/ UNOPS for approval a Contractor Environmental and Social Management Plan (C-ESMP).
- Include in the C-ESMP a detailed explanation of how the contractor's performance will meet the ESHS requirements
- Ensure that sufficient funds are budgeted to meet the ESHS requirements, and that sufficient capacity is in place to oversee, monitor and report on C-ESMP performance.
- Put in place controls and procedures to manage their ESHS performance.
- Get prior written approval from RMF-IU Engineers before starting construction or rehabilitation activities.

ESHS Training

- Determine ESHS training needs in collaboration with RMF-IU/ UNOPS
- Maintain records of all ESHS training, orientation, and induction.
- Ensure, through appropriate contract specifications and monitoring that service providers, as well as contracted and subcontracted labor, are trained adequately before assignments begin.
- Demonstrate that its employees are competent to carry out their activities and duties safely. For this purpose, the Contractor shall issue a Competence Certificate for every person working on site (relative to trade and aspect of work assignment) that specifies which tasks can be undertaken by which key personnel.
- Training should include occupational health and safety measures, GBV HS and social health and safety measures, Environmental health and safety measures, waste management and hazardous materials management.

Orientation Training

- Provide ESHS orientation training to all employees, including management, supervisors, and workers, as well as to subcontractors, so that they are apprised of the basic site rules of work

⁶ The ESHS requirements build on the General EHS Guidelines of the World Bank Group, but also take into account other World Bank guidelines, and good practice notes

at/on the site and of personal protection and preventing injury to fellow employees.

- Training should consist of basic hazard awareness, site-specific hazards, safe work practices, and emergency procedures for fire, evacuation, and natural disaster, as appropriate. Any site-specific hazard or color coding in use should be thoroughly reviewed as part of orientation training.

Visitor Orientation

- Establish an orientation program for visitors, including vendors, that could access areas where hazardous conditions or substances may be present.
- Visitors shall not enter hazard areas unescorted.
- Ensure that visitors shall always be accompanied by an authorized member of the contractor, or a representative of UNOPS or RMF-IU, who has successfully fulfilled the ESHS orientation training, and who is familiar with the project site construction hazards, layout, and restricted working areas.

New Task Employee and Contractor Training

- Ensure that all workers and subcontractors, prior to commencement of new assignments, have received adequate training and information enabling them to understand work hazards and to protect their health from hazardous ambient factors that may be present. The training should adequately cover the step-by-step process that is needed for Project activities to be undertaken safely, with minimum harm to the environment, including:
 - Knowledge of materials, equipment, and tools
 - Known hazards in the operations and how they are controlled
 - Potential risks to health
 - Precautions to prevent exposure
 - Hygiene requirements
 - Wearing and use of protective equipment and clothing
 - Appropriate response to operation extremes, incidents and accidents

Construction Site Management

Vegetation

- Prevent any unnecessary destruction, scarring, or defacing of the natural surroundings in the vicinity of the construction site
- Protect all trees and vegetation from damage by construction operations and equipment, except where clearing is required for permanent works, approved construction roads, or excavation operations
- Revegetate damaged areas on completion of the Works, and for areas that cannot be revegetated, scarifying the work area to a condition that will facilitate natural revegetation, provide for proper drainage, and prevent erosion
- Use, as much as possible, local species for replanting and species that are not listed as a noxious weed
- Repair, replant, reseed or otherwise correct, as directed by UNOPS or RMF-IU, and at the Contractor's own expense, all unnecessary destruction, scarring, damage, or defacing of the landscape resulting from the Contractors operations
- Transport labor and equipment in a manner to avoid as much as possible damage to grazing land, crops, and property

Protection of the Existing Installations

- Safeguard all existing buildings, structures, works, pipes, cables, sewers, or other services or installations from harm, disturbance or deterioration during construction activities
- Coordinate with local authorities to identify existing infrastructure that might not be visible
- Repair any damage caused by the Contractor's activities, in coordination with concerned authorities.
- Take all reasonable precautions to prevent or reduce any disturbance or inconvenience to the owners, tenants or occupiers of properties to the construction activities, and more generally to the public
- Maintain safe access to public and private properties that might be affected by construction activities. If necessary, provide acceptable alternative means of passage or access to the satisfaction of the persons affected.
- Avoid working during night hours

Waste from Construction Activities

- Collect and properly store and manage all solid wastes and hazardous wastes (separated hazardous wastes from solid wastes) resulting from the construction activities, including construction debris and spoils, to prevent the contamination of soil and groundwater. In case chemicals are present they should be stored and disposed according to their Material Safety Data Sheets (MSDSs)
- Remove unneeded excavation material from construction sites as soon as possible
- Agree with relevant municipalities about construction waste disposal
- Carefully select waste disposal sites, to be approved by UNOPS or RMF-IU.
- Minimize littering of roads by ensuring that vehicles are licensed and loaded in such a manner as to prevent falling off or spilling of construction materials, and by sheeting the sides and tops of all vehicles carrying mud, sand, other materials or debris
- Transfer construction waste to assigned places in the selected waste disposal sites with documented confirmation.
- Properly dispose of solid waste and debris and hazardous waste (separately) at designated permitted sites waste disposal sites allocated by the local authorities, and obtain a receipt of waste from the authorized landfill authority.

Air Quality

The most common pollutant involved in fugitive emissions is dust or particulate matter (PM) that is released during the transport and open storage of solid materials, and from exposed soil surfaces, including unpaved roads. Accordingly, the Contractor shall:

- Use dust control methods, such as covers, water suppression, or increased moisture content for open materials storage piles, or controls, including air extraction and treatment through a baghouse or cyclone for material handling sources, such as conveyors and bins;
- Use water suppression for control of loose materials on paved or unpaved road surfaces. Oil and oil by-products are not a recommended method to control road dust.
- Use wheel washes at quarries, ready-mix plants, construction sites, and other facilities to prevent track-out of mud, dust and dirt on to public road.
- Regularly clean road surfaces within the construction sites to remove accumulated fine material, and regularly clean transportation vehicles.
- Cover open bodied trucks handling sand, gravel or earth.
- Minimize smoke from diesel engines by regular and proper maintenance, in particular by ensuring that the engine, injection system and air cleaners are in good condition.

Hazardous and Toxic Materials

Toxic and deleterious wastes resulting from the Project Company's activities require special attention in order to forestall their introduction into the natural environment which could result in harm to people, aquatic life or natural growth of the area. The Contractor shall take precautions relative to the conditions specified herein.

- Train workers regarding the handling of hazardous materials
- Store hazardous materials as per the statutory provisions of the Manufactures, Storage and Import of Hazardous Chemicals Rules (1989), under the Environment (Protection) Act, 1986.
- Provide adequate secondary containment for fuel storage tanks and for the temporary storage of other fluids such as lubricating oils and hydraulic fluids,
- Use impervious surfaces for refueling areas and other fluid transfer areas
- Train workers on the correct transfer and handling of fuels and chemicals and the response to spills
- Provide portable spill containment and cleanup equipment on site and training in the equipment deployment
- Deposit or discharge toxic liquids, chemicals, fuels, lubricants and bitumen into containers for salvage or subsequent removal to off-site locations.
- Treat hazardous waste separately from other waste
- Avoid the storage or handling of toxic liquid adjacent to or draining into drainage facilities.
- Keep absorbent materials or compounds on Site in sufficient quantities corresponding to the extent of possible spills.

Area Signage

- Appropriately mark hazardous areas.
- Install warning signs
- Ensure that signage is in accordance with international standards and is well known to, and easily understood by workers, visitors and the general public as appropriate.
- Demarcate work sites with safety tape, fencing or barricades, as appropriate, to prevent unauthorized access to the construction sites
- Safeguard public safety by covering holes and by installing guardrails along temporary pathways.

Decommissioning of Worksites and Plant

- Clear construction sites of any equipment or waste, and ensuring that the sites are free from contamination.
- Dispose of or recycle any equipment or waste in an appropriate and environmentally sound manner.
- Hand construction sites over to the original owners, taking into account his/her wishes and national legislation.

Health and Safety

Severe Weather and Facility Shutdown

- Design and build work place structures to withstand the expected elements for the region and designate an area designated for safe refuge, if appropriate.
- Develop Standard Operating Procedures (SOPs) for project or process shut-down, including an evacuation plan.

Lavatories and Showers

- Provide adequate lavatory facilities (toilets and washing areas) for the number of people expected to work at the construction sites, and make allowances for segregated facilities, or for indicating whether the toilet facility is “In Use” or “Vacant”.
- Provide toilet facilities with adequate supplies of hot and cold running water, soap, and hand drying devices.
- Where workers may be exposed to substances poisonous by ingestion and skin contamination may occur, provide facilities for showering and changing into and out of street and work clothes.

Potable Water Supply

- Provide adequate supplies of potable drinking water from a fountain with an upward jet or with a sanitary means of collecting the water for the purposes of drinking
- Ensure that water supplied to areas of food preparation or for the purpose of personal hygiene (washing or bathing) meets drinking water quality standards

Clean Eating Area

- Where there is potential for exposure to substances poisonous by ingestion, make suitable arrangements to provide clean eating areas where workers are not exposed to the hazardous or noxious substances.

Personal Protective Equipment (PPE)

- Identify and provide at no cost appropriate PPE to workers, the workers of subcontractors, as well as to visitors, which gives adequate protection without incurring unnecessary inconvenience to the individual
- Ensure that the use of PPE is compulsory.
- Provide sufficient training in the use, storage and maintenance of PPE to its workers and workers of its subcontractors.
- Properly maintain PPE, including cleaning when dirty and replacement when damaged or worn out;
- Determine requirements for standard and/or task-specific PPE based on of Job specific Safety Analysis (JSA);
- Consider the use of PPE as a last resort when it comes to hazard control and prevention, and always refer to the hierarchy of hazard controls when planning a safety process.

Noise

Institute appropriate measures to reduce the exposure of workers to construction noise, including but not limited to:

- Avoid exposure to a noise level greater than 85 dB(A) for a duration of more than 8 hours per day without hearing protection. In addition, no unprotected ear should be exposed to a peak sound pressure level (instantaneous) of more than 140 dB(C).
- Enforce the use of hearing protection should be enforced actively when the equivalent sound level over 8 hours reaches 85 dB(A), the peak sound levels reach 140 dB(C), or the average maximum sound level reaches 110 dB(A).
- Provide hearing protective devices capable of reducing sound levels at the ear to at most 85 dB(A).
- Reduce the “allowed” exposure period or duration by 50 percent for every 3 dB(A) increase in

in excess of 85 dB(A).

- Perform periodic medical hearing checks on workers exposed to high noise levels.
- Rotate staff to limit individual exposure to high levels.
- Install practical acoustical attenuation on construction equipment, such as mufflers.
- Use silenced air compressors and power generators
- Keep all machinery in good condition
- Install exhaust silencing equipment on bulldozers, compactors, crane, dump trucks, excavators, graders, loaders, scrapers and shovels.
- Post signs in all area where the sound pressure level exceeds 85 dB(A).
- Shut down equipment when not directly in use
- Provide advance notice to occupants if an activity involving high level impact noise is in close proximity to buildings.

First Aid and Accidents

- Ensure that qualified first-aid by qualified personnel is always available. Appropriately equipped first-aid stations should be easily accessible throughout the place of work.
- Provide workers with rescue and first-aid duties with dedicated training so as not to inadvertently aggravate exposures and health hazards to themselves or their co- workers. Training would include the risks of becoming infected with blood-borne pathogens through contact with bodily fluids and tissue.
- Provide eye-wash stations and/or emergency showers close to all workstations where immediate flushing with water is the recommended first-aid response.
- Provide dedicated and appropriately equipped first-aid room(s) where the scale of work or the type of activity being carried out so requires.
- Equip first aid stations and rooms with gloves, gowns, and masks for protection against direct contact with blood and other body fluids.
- Make widely available written emergency procedures for dealing with cases of trauma or serious illness, including procedures for transferring patient care to an appropriate medical facility.
- Immediately report all accidental occurrences with serious accident potential such as major equipment failures, contact with high-voltage lines, exposure to hazardous materials, slides, or cave-ins to UNOPS and RMF-IU.
- Immediately investigate any serious or fatal injury or disease caused by the progress of work by the Contractor, and submit a comprehensive report to UNOPS and RMF-IU.

Communicable Diseases

Sexually-transmitted diseases (STDs), such as HIV/AIDS, are the communicable diseases of most concern because of labor mobility. Recognizing that no single measure is likely to be effective in the long term, the Contractor shall implement a combination of behavioral and environmental modifications to mitigate communicable diseases:

- Conduct Information, Education and Consultation Communication (IEC) campaigns, at least every other month, addressed to all construction site staff (including all the Contractor's employees, all subcontractors of any tier, consultants' employees working on the site, and truck drivers and crew making deliveries to the site for Works and Services executed under the Contract, concerning the risks, dangers and impact, and appropriate avoidance behavior of communicable diseases.
- Provide for active screening, diagnosis, counselling and referral of workers to a dedicated national STD and HIV/AIDS program, (unless otherwise agreed) for all Site staff and labor.
- Provide male or female condoms to all Site staff and workers, as appropriate.
- Provide treatment through standard case management in on-site or community health care facilities.

- Ensure ready access to medical treatment, confidentiality and appropriate care, particularly with respect to migrant workers.
- Promote collaboration with local authorities to enhance access of workers families and the community to public health services and ensure the immunization of workers against common and locally prevalent diseases.
- Provide basic education on the conditions that allow the spread of other diseases such as COVID-19, Lassa Fever, Cholera and Ebola. The training should cover sanitary hygiene education.
- Prevent illness in immediate local communities by:
 - Implementing an information strategy to reinforce person-to-person counselling addressing systemic factors that can influence individual behavior as well as promoting individual protection, and protecting others from infection, by encouraging condom use
 - Training health workers in disease treatment
 - Conducting immunization programs for workers in local communities to improve health and guard against infection
 - Providing health services
 - Contracting an HIV service provider to be available on-site

COVID-19

In the context of the COVID-19 pandemic, Contractors shall develop and implement measures to prevent or minimize an outbreak of COVID-19, and develop procedures indicating what should be done if a worker gets sick. The measures shall include:

- Assessing the characteristics of the workforce, including those with underlying health issues or who may be otherwise at risk
- Confirming that workers are fit for work, including temperature testing and refusing entry to sick workers
- Considering ways to minimize entry/exit to site or the workplace, and limiting contact between workers and the community/general public
- Training workers on hygiene and other preventative measures, and implementing a communication strategy for regular updates on COVID-19 related issues and the status of affected workers
- Treating workers who are or should be self-isolating and/or are displaying symptoms
- Assessing risks to continuity of supplies of medicine, water, fuel, food and PPE, taking into account international, national and local supply chains
- Reducing, storing and disposing of medical waste
- Adjusting work practices, to reduce the number of workers and increase social distancing
- Expanding health facilities on-site compared to usual levels, developing relationships with local health care facilities and organize for the treatment of sick workers
- Building worker accommodations further apart, or having one worker accommodation in a more isolated area, which may be easily converted to quarantine and treatment facilities, if needed
- Establishing a procedure to follow if a worker becomes sick (following WHO guidelines)
- Implementing a communication strategy with the community, community leaders and local government in relation to COVID-19 issues on the site.

Road safety and Traffic Safety

The Contractor shall ensure traffic safety by all project personnel during displacement to and from the workplace, and during the operation of project equipment on private or public roads. The Contractor shall adopt best transport safety practices across all aspects of project operations with the goal of preventing traffic accidents and minimizing injuries suffered by project personnel and the public, including:

- Emphasize safety aspects among drivers
- Improve driving skills and requiring licensing of drivers
- Institute defensive driving training for all drivers prior to starting their job
- Adopt limits for trip duration and arranging driver rosters to avoid overtiredness
- Avoid dangerous routes and times of day to reduce the risk of accidents
- Use speed control devices (governors) on trucks, and remote monitoring of driver actions
- Require that drivers and co-passengers wear seatbelts, and duly sanction defaulters.
- Regularly maintain vehicles and use manufacturer approved parts to minimize potentially serious accidents caused by equipment malfunction or premature failure.

Where the project may contribute to significant changes in traffic along existing roads the Contractor shall:

- Commence activities that affect public motorways and highways, only after all traffic safety measures necessitated by the activities are fully operational.
- Arrange diversions for providing alternative routes for transport and/or pedestrians
- Minimize pedestrian interaction with construction vehicles, particularly at crossing points to schools, markets, and any animal crossing points of significance, through appropriate signage, engineered footpaths or traffic slowing devices.
- Organize meaningful road accident awareness events at all roadside schools and communities within 150 meters of the road centerline, covering safe road crossing, road accident hazards from weather conditions and vehicle roadworthiness, overloading and driver alertness, dangers posed by parked and broken-down vehicles, etc.
- Collaborate with local communities and responsible authorities to improve signage, visibility and overall safety of roads, particularly along stretches located near schools or other locations where children may be present.
- Collaborate with local communities on education about traffic and pedestrian safety (e.g. school education campaigns).
- Coordinate with emergency responders to ensure that appropriate first aid is provided to all affected persons in the event of accidents.
- Use locally sourced materials, whenever possible, to minimize transport distances, and locate associated facilities close to project sites.
- Employ safe traffic control measures, including road signs, traffic cones, removable barriers, and flag persons to warn of dangerous conditions.

Emergencies

- Establish and maintain an emergency preparedness and response system, in collaboration with appropriate and relevant third parties including to cover: (i) the contingencies that could affect personnel and facilities of the project to be financed; (ii) the need to protect the health and safety of project workers; (iii) the need to protect the health and safety of the Affected Communities. The emergency preparedness and response system shall include:
 - Identification of the emergency scenarios
 - Specific emergency response procedures
 - Training of emergency response teams
 - Emergency contacts and communication systems/protocols (including communication with Affected Communities when necessary)
 - Procedures for interaction with government authorities (emergency, health, environmental authorities)
 - Permanently stationed emergency equipment and facilities (e.g., first aid stations, firefighting equipment, spill response equipment, personal protection equipment for the emergency response teams)
 - Protocols for the use of the emergency equipment and facilities
 - Clear identification of evacuation routes and muster points
 - Emergency drills and their periodicity based on assigned emergency levels or tiers

- Decontamination procedures and means to proceed with urgent remedial measures to contain, limit and reduce pollution within the physical boundaries of the project property and assets to the extent possible.

Stakeholder Engagement

The Project Company will be required to undertake a process of stakeholder engagement with representative persons and communities directly affected by the activities it undertakes, including if necessary, the public disclosure of its C-ESMP. The Project Company shall also maintain throughout the Project good relations with local communities and will give these communities prior notice of plans and schedules as they might affect local people.

The stakeholder engagement process will also be applicable in the event of land acquisition associated with changes in the footprint of activities.

Labour Force Management

Labour Influx

- Avoid contamination of fresh water sources
- Provide opportunities for workers to regularly return to their families
- Provide opportunities for workers to take advantage of entertainment opportunities away from rural host communities
- Ensure that children and minors are not employed directly or indirectly on the project, and keep registration and proof of age for all employees on-site.
- Pay adequate salaries for workers to reduce incentive for theft
- Pay salaries into workers' bank accounts rather than in cash
- Get an appropriate mix of locally and non- locally procured goods to allow local project benefits while reducing risk of crowding out of and price hikes for local consumers
- Establish substance abuse prevention and management programs
- Hire workers through recruitment offices, and avoid hiring "at the gate" to discourage spontaneous influx of job seekers
- Identify authorized water supply source and prohibiting use from other community sources;
- \
- Put in place measures to reduce water and electricity consumption;
- Employ locals to the extent possible;
- Develop and adopt a Gender Action Plan to promote the transfer of construction skills to local women, to facilitate their employment at the Project site, including training and recruitment targets.

Labour Conditions

- Implement the measures and commitments defined in the Labor Management Procedures. A copy of the LMP can be found in the Project ESMF
- Provide all workers with terms and conditions that comply with Yemeni Labor Legislation, most particularly Decree 5/1995) and applicable International Labour Organization conventions on workplace conditions.

Insurance

- Provide insurance for call employees involved in onsite activities, as indicated by Yemen's Labor Law
- Compensate any employee for death or injury, except to the extent that liability arises.

Grievance Mechanism for Workers

The Contractor will put in place a Grievance Mechanism for its workers and the workers of its subcontractors that is proportionate to its workforce. The GM shall be distinct from the Project level Grievance Mechanism for affected individuals and communities, and shall adhere to the following principles:

- Provision of information. All workers should be informed about the grievance mechanism at the time they are hired, and details about how it operates should be easily available, for example, included in worker documentation or on notice boards.
- Transparency of the process. Workers must know to whom they can turn in the event of a grievance and the support and sources of advice that are available to them. All line and senior managers must be familiar with their organization's grievance procedure.
- Keeping it up to date. The process should be regularly reviewed and kept up to date, for example, by referencing any new statutory guidelines, changes in contracts or representation.
- Confidentiality. The process should ensure that a complaint is dealt with confidentially. While procedures may specify that complaints should first be made to the workers' line manager, there should also be the option of raising a grievance first with an alternative manager, for example, a human resource (personnel) manager.
- Non-retribution. Procedures should guarantee that any worker raising a complaint will not be subject to any reprisal.
- Reasonable timescales. Procedures should allow for time to investigate grievances fully, but should aim for swift resolutions. The longer a grievance is allowed to continue, the harder it can be for both sides to get back to normal afterwards. Time limits should be set for each stage of the process, for example, a maximum time between a grievance being raised and the setting up of a meeting to investigate it.
- Right of appeal. A worker should have the right to appeal to the World Bank or national courts if he or she is not happy with the initial finding.
- Right to be accompanied. In any meetings or hearings, the worker should have the right to be accompanied by a colleague, friend or union representative.
- Keeping records. Written records should be kept at all stages. The initial complaint should be in writing if possible, along with the response, notes of any meetings and the findings and the reasons for the findings. Any records on SEA shall be registered separately and under the strictest confidentiality.
- Relationship with collective agreements. Grievance procedures should be consistent with any collective agreements.
- Relationship with regulation. Grievance processes should be compliant with the national employment code.

Protection from Sexual Exploitation and Abuse

- Provide repeated training and awareness raising to the workforce about refraining from unacceptable conduct toward local community members, specifically women
- Inform workers about national laws that make sexual harassment and gender-based violence a punishable offence which is prosecuted
- Prohibit its employees from exchanging any money, goods, services, or other things of value, for sexual favors or activities, or from engaging any sexual activities that are exploitive or degrading to any person.
- Develop a system to capture gender-based violence, sexual exploitation and workplace sexual harassment related complaints/issues.
- Adopt a policy to cooperate with law enforcement agencies in investigating complaints about gender-based violence.

Protection from Child Labor

- Verify that workers are older than 18 when hiring
- Exclude all persons under the age of 18.
- Review and retain copies of verifiable documentation concerning the age of workers

Code of Conduct

- Contractors shall ensure that all employees, including those of subcontractors, are informed about and sign Code of Conduct:

Contractor Environmental and Social Reporting

Contractors shall monitor, keep records and report on the following environmental and social issues:

Safety: hours worked, lost time injury (LTI), lost workdays, recordable incidents and corresponding Root Cause Analysis (lost time incidents, medical treatment cases), first aid cases, high potential near misses, and remedial and preventive activities required (for example, revised job safety analysis, new or different equipment, skills training, and so forth).

Environmental incidents and near misses: environmental incidents and high potential near misses and how they have been addressed, what is outstanding, and lessons learned.

Major works: those undertaken and completed, progress against project schedule, and key work fronts (work areas).

ESHS requirements: noncompliance incidents with permits and national law (legal noncompliance), project commitments, or other ESHS requirements.

ESHS inspections and audits: by Project Company, Independent Engineer, UNOPS and its implementing partners, or others—to include date, inspector or auditor name, sites visited and records reviewed, major findings, and actions taken.

Workers: list of workers at each site, confirmation of ESHS training, indication of origin (expatriate, local, nonlocal nationals), gender, age with evidence that no child labor is involved, and skill level (unskilled, skilled, supervisory, professional, management).

Training on ESHS issues: including dates, number of trainees, and topics.

Footprint management: details of any work outside boundaries or major off-site impacts caused by ongoing construction—to include date, location, impacts, and actions taken.

External stakeholder engagement: highlights, including formal and informal meetings, and information disclosure and dissemination—to include a breakdown of women and men consulted and themes coming from various stakeholder groups, including vulnerable groups (e.g., disabled, elderly, children, etc.).

Details of any security risks: details of risks the Project Company may be exposed to while performing its work—the threats may come from third parties external to the project.

Worker grievances: details including occurrence date, grievance, and date submitted; actions taken and dates; resolution (if any) and date; and follow-up yet to be taken—grievances listed should include those received since the preceding report and those that were unresolved at the time of that report.

External stakeholder grievances: grievance and date submitted, action(s) taken and date(s), resolution (if any) and date, and follow-up yet to be taken—grievances listed should include those received since the preceding report and those that were unresolved at the time of that report. Grievance data should be gender-disaggregated.

Major changes to Contractors environmental and social practices.

Deficiency and performance management: actions taken in response to previous notices of deficiency or observations regarding ESHS performance and/or plans for actions to be taken should continue to be reported to UNOPS until it determines the issue is resolved satisfactorily.

Annex 2: GM Complaint and Suggestion Form

Yemen Integrated Urban Services
Emergency Project
YIUSEP II AF
Sample of GM
Complaint and Suggestion Form

ستمارة توثيق ومتابعة شكاوى المستفيدين من
المشروع الطارئ للخدمات الحضرية
المتكاملة – المرحلة الثانية- التمويل الاضافي

المشروع الطارئ للخدمات الحضرية المتكاملة
المرحلة الثانية
نموذج لألية التظلمات والشكاوى

"Documenting and Monitoring Complaints Form of Beneficiaries of Yemen Integrated Urban Services Emergency Project YIUSEP II AF"

		الإسم الثلاثي للمستفيد: Beneficiary Name	
Tel Number رقم الهاتف للمتابعة for follow up		رقم البطاقة الشخصية: ID No.	
		العنوان الدائم: Permanent Address	
		إسم النشاط المنفذ (مركز/وحدة) Name of Activity under implementation	
المحافظة: Governorate	المديرية: District	القرية: Village	مكان تنفيذ النشاط: Place of activity under implementation

أخرى Other	مالية Financial	فنية Technical	إدارية Administrative	نوع الشكوى Complaint Type

موضوع الشكوى:

Complaint Subject

		الوضع الحالي: Current Situation	
		أسباب المشكلة: Reason of the problem	
توقيع صاحب الشكوى: Complainant Signature		التاريخ: Date	

UNOPS – Tool Free No 8000190 Tel: 01 504914/915 - SMS: 739888388 Email: ..: الجهة التي يجب أن يقدم لها الشكوى:

..... GM.yemen@unops.org

The entity, which the complaint should be forwarded to:

.....: الرأي في جدية الشكوى:

Opinion on the seriousness of the complaint

.....: الجهة المحول لها الشكوى:

The complaint transferred to

.....: المدة الزمنية اللازمة للبت في الشكوى:

Time required for response

.....: مدى رضى المستفيد عن الاستجابة لحل شكواه:

Satisfaction of beneficiary in responding to his/her complaint

		الإجراءات المتخذة: Action taken	
التاريخ: Date		ما ترتب عليها من نتائج: The results of the action taken	

.....: اسم مسئول الشكوى ووظيفته:

Name of person received the complaint and his/her position

توقيع الموظف المختص/ Signature

.....: التاريخ/ Date

.....:

Annex 3: Samples of Public Consultation Questionnaires

1

المشروع الطارئ الثاني للخدمات الحضرية المتكاملة في اليمن- التمويل الاضافي (YIUSEP II AF) -
الطرق الحضرية

استبيان حول صيانة وسفلة الشوارع

يتمثل الهدف من المشروع في استعادة الوصول الى الخدمات الأساسية، وتعزيز القدرة على مواجهة الصدمات في عدد من المدن، ومنها الوصول والتنقل داخل المدن المستهدفة من خلال إعادة تأهيل وإصلاح مداخل وشوارع رئيسية وشوارع الاحياء.

وعليه تم اختيار هذا الطريق ليكون ضمن المشاريع المستهدفة لتنفيذ اعمال الصيانة فيه والذي يتوقع ان يساهم في تحسين الوصول والسلامة وادخال اثر ايجابية للمجتمع اخرى للمجتمع، وباعتباركم احد المستفيدين، نطرح عليكم بعض الأسئلة التي من شأنها مساعدتنا في اتخاذ الاجراءات المناسبة ووضع متطلباتكم وملاحظاتكم في الاعتبار.

اسم الشارع/ المشروع:	
الدائري الجنوبي - مدينة عمران (IUS-RMF-AMR-003)	
التاريخ: 2022/11/20	اسم الباحث: د. محمد الوبيدي
التاريخ: 2022/11/20	اسم المستفيد / الشخص المجيب: محمد الوبيدي (مستفيد)
التاريخ: 2022/11/20	العمر: (اقل من 15) (16-30) (31-45) (46 - أكثر)
التاريخ: 2022/11/20	مهنة المستفيد: عامل بنا / حارس

م	الآثار الإيجابية: ما مدى موافقتك على ما يلي:	موافق	غير موافق	لا اعرف
1	صيانة الطرق ستخفف من الازدحام المروري	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	صيانة الطريق سوف يساعد في الحفاظ على المركبات	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	تنفيذ المشروع سوف يساعد في تحسين السلامة المرورية للمركبات والأشخاص وخاصة المعوقين والأطفال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	تنفيذ المشروع سيساهم في تحسين الجوانب الاقتصادية للسكان	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	المشروع سوف يساهم في تشجيع تشغيل عمالة من السكان المحليين وتحسين دخلهم.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	المشروع سوف يساهم في الحد من الحوادث داخل المدن.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	المشروع سيساهم في تقليص زمن الوصول الى الخدمات كالمدارس والمستشفيات.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	سيساهم المشروع في مساعدة الرجال والنساء بالتنقل بسهولة.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	سيساهم المشروع في التخفيف من معاناة النازحين والفقراء والسكان بشكل عام	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	تنفيذ المشروع سيساهم في تحسين الأنشطة الاقتصادية	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	أي آثار ايجابية أخرى تتوقعها.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

م	المخاوف من المشروع: هل لديك تحوف مما يلي	نعم	لا	لا اعرف
1	زيادة السرعة بعد تنفيذ المشروع وكثرة الحوادث	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	انقطاع الطرق وصعوبة الوصول الى المرافق مثل المستشفيات والمدارس أثناء فترة العمل بالمشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	الخسارة الاقتصادية للمحلات التجارية في فترة التنفيذ واغلاق الطريق	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	عدم الاستجابة لشكاوى الاهالي في حين حدوث وجود مخالفات في فترة التنفيذ من قبل المقاول	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	عدم مراقبة المقاول أثناء تنفيذ عن العمل من قبل اصحاب العمل	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	الازعاج أثناء التنفيذ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	الغبار الناتج عن الاعمال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	الاستحواذ واستخدام ارضي خاصة	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	توجيه حركة المرور لطرق أخرى قد يسبب ازدحام مروري اختناقات مرورية في شوارع أخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	انقطاع وتعطيل خدمات المياه والمواصلات في موقع المشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	سيئسبب المشروع بملف مجتمعي (ضد النساء- الأطفال- المهمشين- النازحين..)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	أي تخوفات أخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	أي احتياجات أخرى:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

هل يمثل المشروع اولوية لتنفيذ اعمال الصيانة؟ لماذا؟

نعم لأنه حل جذري وسيخفف الازدحام عند الشارع العام
مفيد لجميع المواطنين

(2)

المشروع الطارئ الثاني للخدمات الحضرية المتكاملة في اليمن- التمويل الاضافي (YIUSEP II AF) -
الطرق الحضرية

استبيان حول صيانة وسفلة الشوارع

يتمثل الهدف من المشروع في استعادة الوصول الى الخدمات الأساسية، وتعزيز القدرة على مواجهة الصدمات في عدد من المدن، ومنها الوصول والتنقل داخل المدن المستهدفة من خلال إعادة تأهيل وإصلاح مداخل وشوارع رئيسية وشوارع الاحياء.

وعليه/ تم اختيار هذا الطريق ليكون ضمن المشاريع المستهدفة لتنفيذ اعمال الصيانة فيه والذي يتوقع ان يساهم في تحسين الوصول والسلامة واحداث اثار ايجابية للمجتمع أخرى للمجتمع، وباعتباركم أحد المستفيدين، نطرح عليكم بعض الأسئلة التي من شأنها مساعدتنا في اتخاذ الإجراءات المناسبة ووضع متطلباتكم وملاحظاتكم في الاعتبار.

اسم الشارع/ المشروع: الدائري الجنوبي - مدينة عمران (IUS-RMF-AMR-003)	
التاريخ: 2022/11/24	اسم الباحث:
التوقيع: <input type="checkbox"/> ذكر <input type="checkbox"/> انثى	اسم المستفيد / الشخص المجيب:
رقم الهاتف: 775804093	العمر: (اقل من 15) (16-30) (31-45) (46 - اكثر)
مهنة المستفيد:	

م	الاثار الإيجابية: ما مدى موافقتك على ما يلي:	موافق	غير موافق	لا اعرف
1	صيانة الطرق ستخفف من الازدحام المروري	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	صيانة الطريق سوف يساعد في الحفاظ على المركبات	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	تنفيذ المشروع سوف يساعد في تحسين السلامة المرورية للمركبات والأشخاص وخاصة المعوقين والأطفال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	تنفيذ المشروع سيساهم في تحسين الجوانب الاقتصادية للسكان	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	الشارع سوف يساهم في تشجيع تشغيل عمالة من السكان المحليين وتحسين دخلهم	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	المشروع سوف يساهم في الحد من الحوادث داخل المدن.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	المشروع سيساهم في تقليص زمن الوصول الى الخدمات كالمدراس والمستشفيات.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	سيساهم المشروع في مساعدة الرجال والنساء بالتنقل بسهولة.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	سيساهم المشروع في التخفيف من معاناة النازحين والفقراء والسكان بشكل عام	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	تنفيذ المشروع سيساهم في تحسين الأنشطة الاقتصادية	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	اي اثار ايجابية اخرى تتوقعها.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

م	المخاوف من المشروع: هل لديك مخاوف مما يلي	نعم	لا	لا اعرف
1	زيادة السرعة بعد تنفيذ المشروع وكثرة الحوادث	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	انقطاع الطرق وصعوبة الوصول الى المرافق مثل المستشفيات والمدارس اثناء فترة العمل بالمشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	الخسارة الاقتصادية للمحلات التجارية في فترة التنفيذ واغلاق الطريق	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	عدم الاستجابة لشكاوى الاهالي في حين حدوث وجود مخالفات في فترة التنفيذ من قبل المقاول	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	عدم مراقبة المقاول اثناء تنفيذ عن العمل من قبل اصحاب العمل	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	الازعاج اثناء التنفيذ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	الغياب الناتج عن الاعمال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	الاستحواذ واستخدام اراضي خاصة	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	توجيه حركة المرور لطرق اخرى قد يسبب ازدحام مروري اختناقات مرورية في شوارع اخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	انقطاع وتعطيل خدمات المياه والمواصلات في موقع المشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	سيتسبب المشروع بعنف مجتمعي (ضد النساء- الأطفال- المهمشين- النازحين..)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	أي مخاوف اخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	أي احتياجات أخرى:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

هل يمثل المشروع اولوية لتنفيذ اعمال الصيانة؟ لماذا؟

نعم لانه يحسن الوصول الى الخدمات الأساسية
.....
.....
.....

4

المشروع الطارئ الثاني للخدمات الحضرية المتكاملة في اليمن - التمويل الاضافي (YIUSEP II AF) -
الطرق الحضرية

استبيان حول صيانة وسفلتة الشوارع

يمثل الهدف من المشروع في استعادة الوصول الى الخدمات الأساسية، وتعزيز القدرة على مواجهة الصدمات في عدد من المدن، ومنها الوصول والتنقل داخل المدن المستهدفة من خلال إعادة تأهيل وإصلاح مداخل وشوارع رئيسية وشوارع الاحياء.

وعليه تم اختيار هذا الطريق ليكون ضمن المشاريع المستهدفة لتنفيذ اعمال الصيانة فيه والذي يتوقع ان يساهم في تحسين الوصول والسلامة واحداث اثر ايجابية للمجتمع اخرى للمجتمع، وباعتباركم أحد المستفيدين، نطرح عليكم بعض الأسئلة التي من شأنها مساعدتنا في اتخاذ الإجراءات المناسبة ووضع متطلباتكم وملاحظاتكم في الاعتبار.

اسم الشارع/ المشروع:	
النادري الجنوبي - مدينة عمران (IUS-RMF-AMR-003)	
اسم الياخت: (.....)	التاريخ: 2022/11/14
اسم المستفيد / الشخص المجيب: (.....)	النوع: ذكر <input type="checkbox"/> انثى <input type="checkbox"/>
العمر: (اقل من 15) (16-30) (31-45) (46 - اكثر)	رقم الهاتف: 591410
مهنة المستفيد: سارسي	

م	الاتار الاجلبيه: ما مدى موافقتك على ما يلي:	موافق	غير موافق	لا اعرف
1	صيانة الطرق سنخفف من الازدحام المروري	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	صيانة الطريق سوف يساعد في الحفاظ على المركبات	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	تنفيذ المشروع سوف يساعد في تحسين السلامة المرورية للمركبات والأشخاص وخاصة المعوقين والأطفال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	تنفيذ المشروع سيساهم في تحسين الجوانب الاقتصادية للسكان	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	المشروع سوف يساهم في تشجيع تشغيل عمالة من السكان المحليين وتحسين دخلهم	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	المشروع سوف يساهم في الحد من الحوادث داخل المدن	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	المشروع سيساهم في تقليص زمن الوصول الى الخدمات كالمدراس والمستشفيات	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	سيساهم المشروع في مساعدة الرجال والنساء بالتنقل بسهولة	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	سيساهم المشروع في التخفيف من معاناة النازحين والفقراء والسكان بشكل عام	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	تنفيذ المشروع سيساهم في تحسين الأنشطة الاقتصادية	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	اي اثر ايجابية اخرى تتوقعها.....			

م	المخاوف من المشروع: هل لديك مخاوف مما يلي	نعم	لا	لا اعرف
1	زيادة السرعة بعد تنفيذ المشروع وكثرة الحوادث	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	انقطاع الطرق وصعوبة الوصول الى المرافق مثل المستشفيات والمدارس اثناء فترة العمل بالمشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	الخسارة الاقتصادية للمحلات التجارية في فترة التنفيذ واغلاق الطريق	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	عدم الاستجابة لشكاوى الاهالي في حين حدوث وجود مخالفات في فترة التنفيذ من قبل المقاول	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	عدم مراقبة المقاول اثناء تنفيذ عن العمل من قبل اصحاب العمل	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	الازعاج اثناء التنفيذ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	الغياب الناتج عن الاعمال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	الاستحواذ واستخدام ارضي خاصة	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	توجيه حركة المرور لطرق اخرى قد يسبب ازدحام مروري اختناقات مرورية في شوارع اخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	انقطاع وتعطيل خدمات المياه والمواصلات في موقع المشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	سيتسبب المشروع بعلف مجتمعي (ضد النساء- الأطفال - المهمشين- النازحين..)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	اي تخوفات اخرى			
13	اي احتياجات اخرى:			

هل يمثل المشروع اولوية لتنفيذ اعمال الصيانة؟ لماذا؟

نعم مشروع مهم يريد جده يتبع فيها الموضوع

5

المشروع الطارئ الثاني للخدمات الحضرية المتكاملة في اليمن- التمويل الاضافي (YIUSEP II AF) - الطرق الحضرية

استبيان حول صيانة وسفلنة الشوارع

يتمثل الهدف من المشروع في استعادة الوصول الى الخدمات الأساسية، وتعزيز القدرة على مواجهة الصدمات في عدد من المدن، ومنها الوصول والتنقل داخل المدن المستهدفة من خلال إعادة تأهيل وإصلاح مداخل وشوارع رئيسية وشوارع الاحياء.

وعليه تم اختيار هذا الطريق ليكون ضمن المشاريع المستهدفة لتنفيذ اعمال الصيانة فيه والذي يتوقع ان يساهم في تحسين الوصول والسلامة واثار ايجابية للمجتمع أخرى للمجتمع، وباعتباركم أحد المستخدمين، نطرح عليكم بعض الأسئلة التي من شأنها مساعدتنا في اتخاذ الإجراءات المناسبة ووضع متطلباتكم وملاحظاتكم في الاعتبار.

اسم الشارع/ المشروع:	
الدائري الجنوبي - مدينة عمران (IUS-RMF-AMR-003)	
اسم الباحث:	.....
التاريخ: 24/11/2024	.....
اسم المستفيد / الشخص المجيب:	..... (اختياري)
النوع: <input checked="" type="checkbox"/> ذكر <input type="checkbox"/> انثى	.....
العمر: (اقل من 15) (16-30) (31-45) (46 - أكثر)	.....
رقم الهاتف:	.....
مهنة المستفيد: صباغ	

م	الاثار الإيجابية: ما مدى موافقتك على ما يلي:	موافق	غير موافق	لا اعرف
1	صيانة الطرق ستخفف من الازدحام المروري	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	صيانة الطرق سوف يساعد في الحفاظ على المركبات	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	تنفيذ المشروع سوف يساعد في تحسين السلامة المرورية للمركبات والأشخاص وخاصة المعوقين والأطفال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	تنفيذ المشروع سيساهم في تحسين الجوانب الاقتصادية للسكان	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	المشروع سوف يساهم في تشجيع تشغيل صالة من السكان المعطلين وتحسين دخلهم.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	المشروع سوف يساهم في الحد من الحوادث داخل المدن.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	المشروع سيساهم في تقليص زمن الوصول الى الخدمات كالمدراس والمستشفيات.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	سيساهم المشروع في مساعدة الرجال والنساء بالتنقل بسهولة.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	سيساهم المشروع في التخفيف من معاناة النازحين والفقراء والسكان بشكل عام	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	تنفيذ المشروع سيساهم في تحسين الأنشطة الاقتصادية	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	أي اثار ايجابية أخرى تتوقعها.....	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

م	المخاوف من المشروع: هل لديك تحوف مما يلي	نعم	لا	لا اعرف
1	زيادة السرعة بعد تنفيذ المشروع وكثرة الحوادث	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	انقطاع الطرق وصعوبة الوصول الى المرافق مثل المستشفيات والمدارس أثناء فترة العمل بالمشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	الخسارة الاقتصادية للمحلات التجارية في فترة التنفيذ واغلاق الطريق	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	عدم الاستجابة لشكاوى الاهالي في حين حدوث وجود مخالفات في فترة التنفيذ من قبل المقاول	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	عدم مراعاة المقاول أثناء تنفيذ عن العمل من قبل اصحاب العمل	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	الازعاج أثناء التنفيذ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	الغياب الناتج عن الاعمال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	الاستحواذ واستخدام ارضي خاصة	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	توجيه حركة المرور لطرق أخرى قد يسبب ازدحام مروري اختناقات مرورية في شوارع اخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	انقطاع وتعطيل خدمات المياه والموصلات في موقع المشروع	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	سيتسبب المشروع بعنف مجتمعي (ضد النساء- الأطفال - المهمشين- النازحين..)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12	أي تخوفات أخرى	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	أي احتياجات أخرى:	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

هل يمثل المشروع أولوية لتنفيذ اعمال الصيانة؟ لماذا؟

نعم لأن أهمية صيانة

المشروع الطارئ الثاني للخدمات الحضرية المتكاملة في اليمن- التمويل الاضافي (YIUSEP II AF) -
الطرق الحضرية

استبيان حول صيانة وسفلة الشوارع

يتمثل الهدف من المشروع في استعادة الوصول الى الخدمات الأساسية، وتعزيز القدرة على مواجهة الصدمات في عدد من المدن، ومنها الوصول والتنقل داخل المدن المستهدفة من خلال إعادة تأهيل وإصلاح مداخل وشوارع رئيسية وشوارع الاحياء.

وعليه، تم اختيار هذا الطريق ليكون ضمن المشاريع المستهدفة لتنفيذ اعمال الصيانة فيه والذي يتوقع ان يساهم في تحسين الوصول والسلامة واحداث اثار ايجابية للمجتمع أخرى للمجتمع، وباعتباركم احد المستفيدين، نطرح عليكم بعض الأسئلة التي من شأنها مساعدتنا في اتخاذ الاجراءات المناسبة ووضع متطلباتكم وملاحظاتكم في الاعتبار.

اسم الشارع / المشروع:	
الدائري الجنوبي - مدينة عمران (IUS-RMF-AMR-003)	
اسم الباحث:	.....
اسم المستفيد / الشخص المجيب:	.....
التاريخ: 2024/11/24	.....
الوع: <input type="checkbox"/> ذكر <input type="checkbox"/> أنثى	.....
رقم الهاتف: 7785 75162	العمر: (اقل من 10) (11-30) (31-45) (46 - اكثر)
مهنة المستفيد: عامل حر - تاجر	

م	الآثار الإيجابية: ما مدى موافقتك على ما يلي:	موافق	غير موافق	لا اعرف
1	صيانة الطرق ستخفف من الازدحام المروري	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2	صيانة الطريق سوف يساعد في الحفاظ على المركبات	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3	تنفيذ المشروع سوف يساعد في تحسين السلامة المرورية للمركبات والأشخاص وخاصة المعوقين والأطفال	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4	تنفيذ المشروع سيساهم في تحسين الجوانب الاقتصادية للسكان	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5	المشروع سوف يساهم في تشجيع تشغيل عمالة من السكان المحليين وتحسين دخلهم	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6	المشروع سوف يساهم في الحد من الحوادث داخل المدن.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7	المشروع سيساهم في تقليص زمن الوصول الى الخدمات كالمدارس والمستشفيات.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8	سيساهم المشروع في مساعدة الرجال والنساء بالتنقل بسهولة.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9	سيساهم المشروع في التخفيف من معاناة النازحين والفقراء والسكان بشكل عام	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10	تنفيذ المشروع سيساهم في تحسين الأنشطة الاقتصادية	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11	أي آثار ايجابية أخرى تتوقعها.....	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

م	المخاوف من المشروع: هل لديك تحوف مما يلي	نعم	لا	لا اعرف
1	زيادة السرعة بعد تنفيذ المشروع وكثرة الحوادث	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2	انقطاع الطرق وصعوبة الوصول الى المرافق مثل المستشفيات والمدارس أثناء فترة العمل بالمشروع	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3	الخسارة الاقتصادية للمحلات التجارية في فترة التنفيذ واطلاق الطريق	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4	عدم الاستجابة لشكاوى الاهالي في حين حدوث وجود مخالفات في فترة التنفيذ من قبل المقاول	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5	عدم مراقبة المقاول أثناء تنفيذ عن العمل من قبل اصحاب العمل	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	الازعاج أثناء التنفيذ	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	الغياب الناتج عن الاعمال	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8	الاستحواذ واستخدام ارضي خاصة	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9	توجيه حركة المرور لطرق أخرى قد يسبب ازدحام مروري اختناقات مرورية في شوارع أخرى	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
10	انقطاع وتعطيل خدمات المياه والموصلات في مواقع المشروع	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	سيتسبب المشروع بعنف مجتمعي (ضد النساء- الأطفال - المهشمين- النازحين...)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12	أي تخوفات أخرى	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
13	أي احتياجات أخرى:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

هل يمثل المشروع اوثوية لتنفيذ اعمال الصيانة؟ لماذا؟

نعم

.....

.....