

MUNICIPAL SERVICES AND SOCIAL RESILIENCE PROJECT (MSSRP)

Ajloun Touristic Market - Innovation Fund (IF) Sub-project

Addendum to the ESIA for the Alternative Scenario of the Project

April 14, 2024

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Section 1 - Introduction: Explaining the Case

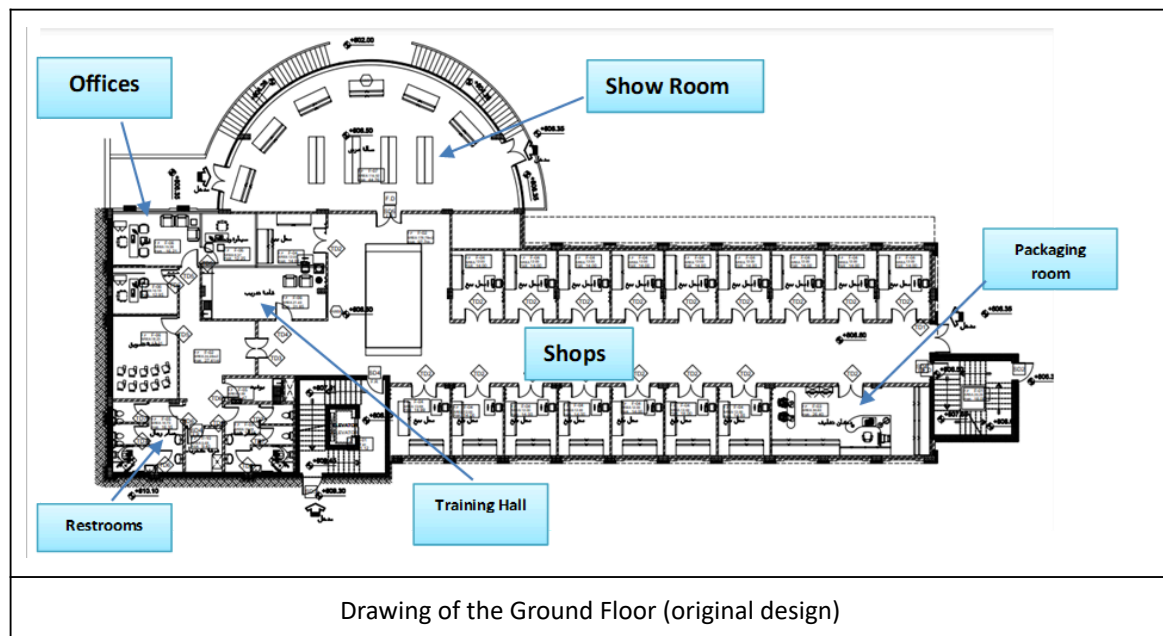
This document presents an addendum ESIA of the Ajloun Environmental and Social Impact Assessment (ESIA), reflecting the alternative scenario for the project. It serves as an essential supplement to the original ESIA, which was disclosed on 9-3-2023. The document may be [downloaded here](#).

Initially, the project design included a 2-story building covering an area of 900 m² per floor, along with outdoor concrete yards (2,000 m²), a kids' area (500 m²), green spaces (700 m²), parking area (1,300 m²), and a service road.

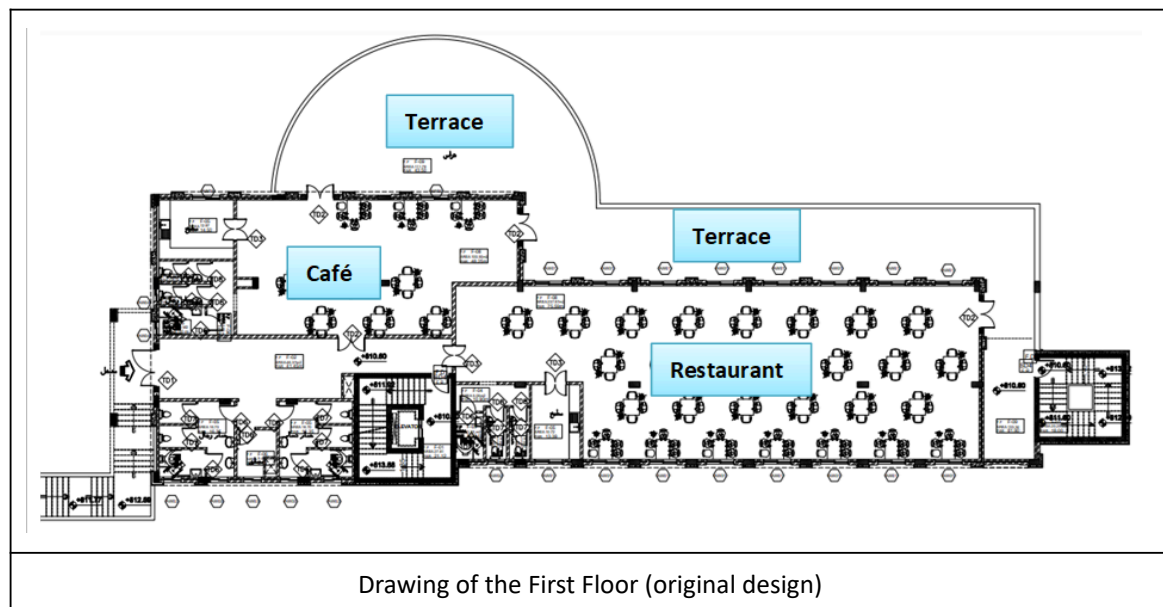


Picture of the original approved design of the building

The Ground Floor (GF) serves as a bustling marketplace environment, offering 17 Shopping Shops, Showroom, Training Room, and Support Services. It features two main entrances, facilitating accessibility and connectivity with other floors via stairs or an elevator. Loading and unloading activities are concentrated near the main entrance, adjacent to the parking lots.



Similarly, the First Floor (FF) houses a Cafe store and a restaurant, providing various dining options with terrace seating for outdoor dining experiences. It boasts two main entrances, linking it to the outer yard a, and is interconnected with the other floor through stairs and an elevator.



However, during the implementation phase in March 2023, it was discovered that the project site contained an old landfill or backfill which is a mixture of both: municipal waste and construction waste, necessitating deeper excavation for a stable foundation. Subsequent soil investigations revealed primarily backfill material, prompting the installation of a shoring system for excavation near the building area. Consequently, the excavation depth needed to

be increased by 13 meters from the original level to achieve a stable foundation for the building. Furthermore, the unsuitability of the soil for supporting the planned outdoor yards required adjustments to the original design.

Section 2 - The Alternative Scenario

In response to the new case and the findings of the soil investigation test, the municipality has officially requested an update to the original blueprint design. Several design options were discussed with the municipality and the designer. Finally, we reached consensus and agreed on the alternative new scenario which incorporates the following modifications:

- The ground floor and the first floor will remain the same as the original design.
- Addition of a basement level, providing an extra finished floor with 900 m2 of space with a wide side open to natural light.
- Replacement of the original tiled yards with a vibrant green space filled with trees.
- Inclusion of two new entrances at the basement level, one for the basement floor and another connecting the original floors to the new ground level.
- Integration of a dedicated new access road surrounding the building, leading to the new basement floor.
- Provision of an additional parking area of approximately 1,600 m2 in the new basement level adjacent to the new access road.



Picture of the new design showing the new basement and the new ground level

The table below provides a detailed comparison between the components of the original design and those of the alternative.

#	Components of the Original Design	Components of the Alternative Design
1	Two floors building: <ul style="list-style-type: none"> • No basement • Ground Floor (GF): Includes 17 shops, show room, management offices • First Floor (FF): includes a cafe store and a restaurant with a terrace 	Three floors Building: <ul style="list-style-type: none"> • One floor Basement (new) • Ground Floor (GF) (same as original) : Includes 17 shops, show room, management offices • First Floor (FF) (same as original): includes a cafe store and a restaurant with a terrace, and an internal kids play area. (new)
2	External tiled yards for festivals	Cancelled
3	Kiosks (6)	Cancelled
4	Outdoor kids' area and small green zone	Cancelled
5	Parking area 1250 m2 in the ground floor	Parking area 1250 m2 in the ground floor (same as original)
6	N/A	Extra parking near the basement (1600 M2) (new)
7	Service Road near the main road	Service Road near the main road (same as original)
8	N/A	new paved road serving the basement level (new)
9	Main Gates for the building from Ground floor (Orange Arrows)	Main Gates for the building from Ground floor (Orange Arrows) (same as original)
10	N/A	Two Main Gates for the building from the basement (yellow Arrows) (new)
11	Fence around the project area with guard room for the building	Fence around the project area with guard room for the building (same as original)
12	N/A	Vibrant green zone about 3000 m2 filled with trees; surrounded by fences and guard room for this area. (new)
13	Two Normal gates at the entrance and the exit	cancelled
14	N/A	Two barrier gates at the entrance and the exit to comply with traffic management requirements (new)

The new revised and final designs for the selected option have been reviewed, cleared and authorised by the authorities, including the municipality, JEA, the civil defence, and the supervision Eng., and cleared by the World Bank (Annex 1).

Section 3 - Socioeconomic Analysis and Subproject Functionality

The original approval of the project was predicated on the anticipated socio-economic value derived from its proposed services and products, as outlined in the initial feasibility study.

However, with the cancellation of certain services and the introduction of new elements, there arises the concern that the project's overall socio-economic contribution may undergo significant alteration. Notably, the removal of services such as the outdoor kids' area and park, along with the cancellation of the external tiled yards for festivals and kiosks, threatens to diminish the project's anticipated value.

The initial feasibility study identified several key services and products integral to the project's socio-economic impact. These included:

1. **Outdoor Kids' Area and Park (Cancelled):** Initially intended to provide visitors, especially children, with a space for recreation and enjoyment of the Ajloun atmosphere, the cancellation of this feature may lead to a loss of attraction for both local and international tourists.
2. **External Tiled Yards for Festivals (Cancelled):** Originally designed to showcase seasonal products, empower local farmers and artisans, and create a comprehensive tourist destination, the cancellation of this component may hinder economic opportunities for rural communities and limit the project's appeal to tourists.
3. **Kiosks (6 of them) (Cancelled):** Planned as outlets for food, beverages, and local products, the cancellation of kiosks removes opportunities for entrepreneurial ventures and limits access to locally sourced goods for visitors.

The removal of these services not only impacts the direct beneficiaries, including tourists and local communities, but also jeopardises the overall functionality and attractiveness of the project. Consequently, there is a pressing need to identify alternative measures to mitigate the loss of these services and sustain the project's socio-economic value.

A - Impact Assessment:

The cancellation of the outdoor yards and kids' play area in the new alternative design significantly alters the project's original objectives and functionality. While prioritising safety considerations for future users and beneficiaries of the facility, this alteration presents certain challenges and impacts:

- **Decreased Tourist Attraction:** The absence of recreational amenities like the outdoor kids' area and park may diminish the project's appeal to family tourists, affecting footfall and potential revenue generation.
- **Reduced Economic Opportunities:** The elimination of the external tiled yards for festivals and kiosks limits opportunities for local entrepreneurs and artisans to showcase their products, potentially impacting their livelihoods and economic empowerment. Addressing these impacts requires innovative solutions to maximise the socio-economic value of the project while ensuring safety and functionality.

Several consultation sessions were conducted with the municipality to devise solutions to address the emerging issues and transform challenges into opportunities that enhance the

socio-economic value of the project. Following these sessions, the below agreements on mitigation measures were reached.

B - Mitigation Measures:

Despite the downsizing of the subproject, the following measures have been devised to uphold the core vision of the project and mitigate potential impacts:

- **Expansion of Green Area Zone:** Originally envisioned as a modest woodland area with intended children's playgrounds, the new design has expanded this space into a larger Greenery zone. This enhancement not only increases environmental and social value but also promotes biodiversity, as the plan includes planting indigenous trees in this area. To enrich the visitor experience, educational signage will be installed, highlighting the benefits of green spaces, showcasing local flora and fauna, and raising awareness about conservation efforts. Additionally, ample seating will be provided for relaxation and enjoyment.

Safety considerations have been incorporated into the design from a construction perspective. A robust fence will be erected along the bordering area, and a dedicated guard room will be constructed. A full-time guard team will be assigned by the municipality, with details outlined in the operational plan.

- **Indoor Kids Area:** Although the outdoor kids' area has been cancelled, a new indoor play area will be established on the first floor of the building, adjacent to the restaurant and cafe. This solution, while not as ideal as an outdoor space, minimizes the impact of losing the outdoor area. Stringent safety measures, adhering to international standards, will be enforced in this area.
- **Alternative Event Spaces:** To compensate for the cancellation of the external tiled yards, an active operational plan will be implemented, focusing on hosting regular small-scale events within the building premises. These events will feature interactive activities and marketing incentives to attract visitors and promote local businesses.
- **Support for Youth and Disabled Entrepreneurs:** Mitigating the loss of potential business opportunities due to the cancellation of the kiosks requires innovative solutions. One suggestion is to establish a dedicated incubation program or business support services tailored to youth and people with disabilities, providing them with mentorship, training, and resources to launch their ventures. The inclusion of such support will be factored into the operational plan for the facilities. The Project Management Unit (PMU) and the municipality are exploring various strategies to ensure the participation of young people and Persons with Disabilities (PwD) in these opportunities.
- **Basement Floor Redesign:** Recognizing the project's proximity to Ajloun University, the basement floor will be repurposed as a multi-functional area catering to university students. This includes individual study nooks, group study areas, virtual study rooms, and collaborative zones. The new functionality of this floor adds value to the project, particularly for youth. Safety measures include a separate entrance, adequate parking, and ample natural light through glass exteriors.

C - Operational Plan Revision:

Given the project's functional changes, the original operational plan will be promptly revised and activated. This plan is crucial for maintaining the longevity of the assets and ensuring the upkeep of the facilities that are to be built under this sub-project. Collaboration with stakeholders will be paramount in developing a new operational plan, identifying investment opportunities, and allocating budgets. An action plan for the operational strategy will be prepared and launched by May 15, 2024, to ensure the project's continued functionality and success.

Additionally, the commitment of the municipality to initiate the implementation of the new strategy immediately upon its launch will be sought by the MSSRP governance team. While the site remains under construction, proactive measures will be implemented to kickstart the operational plan. This is a proactive approach for the preparation of the operational plan to ensure that the site and assets constructed will be put to use by the community, and will not be abandoned. These measures may include community engagement initiatives, preliminary marketing efforts, capacity-building activities, recruitment drives aiming to bring in necessary personnel to execute the plan effectively, and exploration of partnership opportunities. By proactively beginning the implementation process, even amidst ongoing construction activities, the aim is to lay a strong foundation for the project's future success and seamless integration into the community.

It remains crucial to guarantee that women have the opportunity to utilize the facilities being built, particularly in terms of leasing the shops to sell their locally grown agricultural products, as was initially outlined in the ESIA. This should be detailed in the operational plan.

The operational plan must ensure access to the assets to be constructed as originally outlined in the ESIA, in terms of leasing the shops for selling their local products.

Additionally, the operational plan should incorporate the compensation plan for the removed trees. This includes specifying the number, species, and locations for planting new trees, as well as outlining the maintenance plan for all trees within the project's green areas, both existing and newly planted. Collaboration with RSCN and the Ministry of Agriculture will be essential in developing this plan, which will be executed by the Municipality during the operational phase of the project.

Section 4 - Environmental and Social Assessment

In this section, the new environmental impact issues generated by the alternative design will be assessed. As mentioned earlier, this section should be an integral part of the Environmental Assessment Section of the original disclosed ESIA."

A - Construction waste

Due to the requirement to excavate nearly 12 meters below the original ground level as per the design, a substantial amount of construction waste, expected to total 21,000 cubic meters, will be generated. This could potentially pose a severe environmental problem if not managed appropriately.

Impact Assessment

Inadequate management of construction and demolition waste that will be generated at the site, including the accumulation of excavated soil, can have detrimental effects on the quality of the existing soil, the visual aesthetics of the environment, and the health and safety of personnel working on the project and the surrounding community caused by the dust.

To address these concerns, the following mitigation measures must be applied:

Mitigation Measures:

- **Proper Stockpiling:**
 - **Designated area:** Select a level, well-drained area within the site for temporary soil storage until testing determines its suitability for reuse or disposal.
 - **Covering:** Cover the stockpile with tarps or other suitable materials during dry and windy conditions to suppress dust.
 - **Watering:** Lightly watering the stockpile during dry periods can further minimise dust generation.
- **Reusing:** Conduct a thorough testing of the excavated soil to assess its potential for reuse in on-site applications like landscaping, backfilling, or berm construction.
- **Disposal:** As a last resort, dispose of any remaining soil at a licensed landfill facility that accepts construction debris in coordination with the municipality.
- Include the agreed option for the management of construction and demolition waste in the contract with the contractor.

- Request evidence from the contractor and the municipality of the construction waste management based on the selected and agreed option included in the contract with the contractor.

B - Pine trees near the excavation

The excavation activities within the project site will be conducted near several large pine trees, raising concerns about their stability during the work. To ensure the conservation of these trees and worker safety as well, our team consulted with bio-experts from RSCN.

Upon initial evaluation, the RSCN bio-experts recommended suspending the excavation activities near the root systems of the large pine trees. This measure would minimise the risk of tree instability and potential worker injury. Additionally, securing the trees with wires from three different directions was suggested as an extra precaution, potentially enhancing overall safety as shown in the figures below.



Building on the previous assessment, the project area was revisited to assess the pine trees within the project area. There were concerns that recent excavation work nearby might have loosened the soil, putting the trees at risk of falling.

To assess this risk, two factors were examined for each tree: the proximity of the excavation to the tree's root and the presence of cracks in the surrounding soil. Based on these findings, we assigned a colour code to each tree: green for healthy and stable, and red for trees in potential danger of falling and recommended to be removed. See figure below:



The compensation plan for the removed trees, including the planting of new trees (specifying the number, species, and locations) and the maintenance plan for all trees (both existing and newly planted) within the project's green areas, will be developed in collaboration with RSCN and the Ministry of Agriculture. This plan will be executed by the Municipality during the operational phase of the project.

C - Occupational Health and Safety

Ensuring the safety and well-being of workers is paramount in any construction project. This section addresses the occupational health and safety considerations pertinent to our project.

Impact Assessment:

Deep excavations pose inherent risks such as cave-ins, falling objects, and slips due to uneven terrain and inadequate lighting. Recognizing these dangers is crucial in implementing proactive safety measures.

Mitigation Measures:

- **Early Shoring System Implementation:** Swift installation of the shoring system, as indicated by soil testing results, is imperative to fortify excavation walls and prevent cave-ins.
- **Personal Protective Equipment (PPE):** Workers must wear appropriate PPE, including hard hats, safety glasses, sturdy boots, and high-visibility vests, to mitigate injury risks.
- **Training:** Comprehensive training on safe work practices, hazard recognition, and proper shoring procedures is essential for workers engaged in excavation activities. To be conducted regularly as needed by RSCN.
- **Entry and Exit:** Safe entry and exit points, such as ladders or stairs, should be provided to facilitate ingress and egress for workers within the excavation area.
- **Daily Inspections:** Regular inspections conducted by our dedicated on-site E&S engineer are crucial. The contractor has appointed an E&S engineer from their team; the E&S Engineer from the PMU, will also serve as the focal point for the project from MSSRP, along with a full-time E&S Youth Engineer from RSCN and the supervision firm. These inspections, especially after adverse weather conditions, ensure the ongoing stability of the excavation and shoring systems.

Emergency Management Plan (EMP):

Although this plan was requested by the original ESIA, with this alternative scenario this EMP has special importance due to the new issues generated. which requires extra conscious safety measurements. The contractor shall prepare a detailed site-specific emergency evacuation plan to ensure the safety of all personnel in case of accidents, natural disasters, or severe weather events, especially during winter season.

D - Traffic Management

Efficient traffic management is essential to ensure the smooth flow of vehicles and the safety of pedestrians, particularly in areas with high traffic volume and construction activities. In the context of this project, situated near the main road connecting Ajloun city to Amman, effective traffic management measures are critical to minimise disruptions and enhance safety for all road users.

Impact Assessment

The project's proximity to the main road in Ajloun city poses significant safety hazards for both motorists and pedestrians during construction. The increased traffic flow and potential congestion, combined with construction activities, heighten the risk of accidents and necessitate proactive measures to mitigate these dangers.

Mitigation Measures:

To address this, a traffic management plan must be created in advance in collaboration with the Ajloun Traffic Directorate, the Department of Public Works, and the Municipality. Here are the key elements that must be included in the traffic management plan:

- **Lane closure and signage:** The lane closest to the work zone will be closed off with barriers and signs to protect passing vehicles.
- **Traffic warnings Signs:** Reflective warning signs will be placed before the work site, and additional signs will be positioned along the site to alert drivers of potential hazards. These signs will be clearly visible at night.
- **Compliance with national traffic regulations:** The contractor will strictly follow all road safety and transportation Jordanian regulations.
- **Incident reporting:** Any traffic-related incidents or accidents will be reported to the site engineer, the Project Management Unit (PMU), and the World Bank.
- **Road rehabilitation and maintenance:** In the event of road collapse or damage, two scenarios for mitigation measures will be considered:

1 - Prevention Measures:

Undertake all necessary engineering actions to prevent damage or collapse to the road due to project cut and fill operations. This includes employing suitable cut and fill methods, safeguarding cut slopes, ensuring prompt action, avoiding prolonged cut operations, and any other actions deemed necessary by local authorities and the site supervision engineer.

2 - Response Plan:

In the event of slope collapse or road damage caused by project operations, weather conditions, or any other causes, develop and execute an effective action plan for site

protection, public safety, road rehabilitation, and maintenance. This plan should include, but not be limited to, the following steps:

1. Coordinate with the Public Works Directorate (Ministry of Public Works and Housing - MoPWH) in Ajloun, the Municipality, and the Traffic Department/Police to agree on required safety and rehabilitation actions and their time schedule.
2. Isolate the public from risky areas and restrict access to potential hazards remaining from collapsed sections.
3. Maintain a safe distance from the construction edge and install reflective warning signs according to the Jordanian Road Safety Code, in coordination with the Public Works Directorate in Ajloun and the Traffic Department.
4. Conduct daily inspections of the construction site and damaged road sections to ensure Occupational Health and Safety (OHS) and public safety measures are adequate.
5. Provide awareness sessions for all personnel and workers on-site to explain OHS risks, risks to public safety, and planned mitigation and site management measures."

Section 5 – Monitoring

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
Construction waste	Inadequate management of construction and demolition waste that will be generated at the site, including the accumulation of excavated soil, can have detrimental effects on the quality of the existing soil, the visual aesthetics of the environment, and the health and safety of personnel working on the project and the surrounding community caused by the dust.	<ul style="list-style-type: none"> • Proper Stockpiling: <ul style="list-style-type: none"> ○ Designated area: Select a level, well-drained area within the site for temporary soil storage until testing determines its suitability for reuse or disposal. ○ Covering: Cover the stockpile with tarps or other suitable materials during dry and windy conditions to suppress dust. ○ Watering: Lightly watering the stockpile during dry periods can further minimize dust generation. • Reusing: Conduct a thorough testing of the excavated soil to assess its potential for reuse in on-site applications like landscaping, backfilling, or berm construction. • Disposal: As a last resort, dispose of any remaining soil at a licensed landfill facility that accepts construction debris in coordination with the municipality. 	Contractor	Review of contractor's Records and site observations	Daily	Municipality & PMU through Environment and Social Monitoring NGO with support from Municipality/ Supervision engineer who can also certify that the waste was disposed off properly and in the designated area

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
		<ul style="list-style-type: none"> Request evidences from the contractor and the municipality of the selected approach to dispose of these waste 				
Pine trees near the excavation	The excavation activities within the project site will be conducted near several large pine trees, raising concerns about their stability during the work, hence putting the trees at risk of falling and potentially injury workers at the site.	<ul style="list-style-type: none"> Upon initial evaluation, the RSCN bio-experts recommended suspending the excavation activities near the root systems of the large pine trees. This measure would minimise the risk of tree instability and potential worker injury. securing the trees with wires from three different directions to enhance overall safety. Removing the trees in potential danger of falling. 	Contractor	<ul style="list-style-type: none"> Visual inspection Review of securing mechanism Review of trees removing process. 	Daily	PMU through Environment and Social Monitoring NGO with support from Municipality/ Supervision engineer
Occupational Health and Safety	Deep excavations pose inherent risks such as cave-ins, falling objects, and slips due to uneven terrain and inadequate lighting. Recognizing these dangers is crucial in implementing proactive safety measures.	<ul style="list-style-type: none"> Early Shoring System Implementation: Swift installation of the shoring system, as indicated by soil testing results, is imperative to fortify excavation walls and prevent cave-ins. Personal Protective Equipment (PPE): Workers must wear appropriate PPE, including hard hats, safety glasses, sturdy boots, 	Contractor	<ul style="list-style-type: none"> Site inspection and monitoring constructional activities Check incident reports, and corrective measures 	Continuous	PMU through Environment and Social Monitoring NGO with support from Municipality/ Supervision engineer

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
		<p>and high-visibility vests, to mitigate injury risks.</p> <ul style="list-style-type: none"> ● Training: Comprehensive training on safe work practices, hazard recognition, and proper shoring procedures is essential for workers engaged in excavation activities. To be conducted regularly as needed by RSCN. ● Entry and Exit: Safe entry and exit points, such as ladders or stairs, should be provided to facilitate ingress and egress for workers within the excavation area. ● Daily Inspections: Regular inspections conducted by our dedicated on-site E&S engineer are crucial. These inspections, especially after adverse weather conditions, ensure the ongoing stability of the excavation and shoring systems. ● Emergency Management Plan (EMP): The contractor shall prepare a detailed site-specific emergency evacuation plan to ensure the safety of all personnel in case of accidents, natural disasters, 		<ul style="list-style-type: none"> ● Check Human Resources documents 		

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
		or severe weather events, especially during winter season.				
Traffic Management	The project's proximity to the main road in Ajloun city poses significant safety hazards for both motorists and pedestrians during construction. The increased traffic flow and potential congestion, combined with construction activities, heighten the risk of accidents and necessitate proactive measures to mitigate these dangers.	<ul style="list-style-type: none"> To address this, a traffic management plan must be created in advance in collaboration with the Ajloun Traffic Directorate, the Department of Public Works, and the Municipality. Here are the key elements of the traffic management plan: Lane closure and signage: The lane closest to the work zone will be closed off with barriers and signs to protect passing vehicles. Traffic warnings Signs: Reflective warning signs will be placed before the work site, and additional signs will be positioned along the site to alert drivers of potential hazards. These signs will be clearly visible at night. Compliance with national traffic regulations: The contractor will strictly follow all road safety and transportation Jordanian regulations. Incident reporting: Any traffic-related incidents or 	Contractor	<ul style="list-style-type: none"> Visual inspection Check incident reports, and corrective measures 	Continuous	PMU through Environment and Social Monitoring NGO with support from Municipality/ Supervision engineer

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
		<p>accidents will be reported to the site engineer, the Project Management Unit (PMU), and the World Bank.</p> <ul style="list-style-type: none"> Road rehabilitation and maintenance: In the event of road collapse or damage, two scenarios for mitigation measures will be considered: <p>1 - Prevention Measures: Undertake all necessary engineering actions to prevent damage or collapse to the road due to project cut and fill operations. This includes employing suitable cut and fill methods, safeguarding cut slopes, ensuring prompt action, avoiding prolonged cut operations, and any other actions deemed necessary by local authorities and the site supervision engineer.</p> <p>2 - Response Plan: In the event of slope collapse or road damage caused by project operations, weather conditions, or any other causes, develop and execute an effective action plan for site protection, public safety, road</p>				

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
		<p>rehabilitation, and maintenance. This plan should include, but not be limited to, the following steps:</p> <p>1 - Coordinate with the Public Works Directorate (Ministry of Public Works and Housing - MoPWH) in Ajloun, the Municipality, and the Traffic Department/Police to agree on required safety and rehabilitation actions and their time schedule.</p> <p>2 - Isolate the public from risky areas and restrict access to potential hazards remaining from collapsed sections.</p> <p>3 - Maintain a safe distance from the construction edge and install reflective warning signs according to the Jordanian Road Safety Code, in coordination with the Public Works Directorate in Ajloun and the Traffic Department.</p> <p>4 - Conduct daily inspections of the construction site and damaged road sections to ensure Occupational Health and Safety (OHS) and public safety measures are adequate.</p> <p>5 - Provide awareness sessions for all personnel and workers on-site to</p>				

E&S Component	Identified E&S Aspects or Impacts	Mitigation Measure(s)	Responsible Parties	Monitoring Measure	Frequency of Monitoring	Monitoring responsible parties
		explain OHS risks, risks to public safety, and planned mitigation and site management measures."				

Annex 1 -

SUSPENSION LIFTED: Ajloun Touristic Center Inbox x



Alexandra Le Courtois

Fri, Apr 5, 3:29 PM (9 days ago)



to Tawfiq, Lamia, Hakim, Majdi, Ghada, Chukwudi, Mai_bdour2006@yahoo.com, mnrbdt@yahoo.com, Samira, Dana, Reem, me

Dear Eng. Tawfiq,

The team has reviewed the recent documents shared with us with respect to Ajloun Touristic Center and we thank Eng. Manar for the diligence in sharing all requested documents. Here are our comments:

- Based on the documents shared with us, the team considers that all requested evidences were adequately submitted and address latest concerns on this subproject (as per the emails below).
- In addition, while we would have found useful to get additional inspections from the JEA, we have rediscussed within the team and will no longer request this action – at least not at this stage.
- We also encourage the team to monitor closely this project and make sure that the supervision firm office provides adequate support to their on-site team. Indeed, we noted that their Project Manager, Ms. Areej, has no prior experience in that position.

As such, the World Bank agrees to lift the suspension on all the construction works at the Ajloun Touristic Center subproject. **Construction of all the subproject can now resume.**

Do continue to properly document project implementation and alert us if any new issue may arise – which we hope will not happen.

Best regards,
Alexandra