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MINISTRY OF TRANSPORT



NATIONAL AUTHORITY FOR TUNNELS



Alexandria Regional Metro
ABOU QIR to MISR STATION

ALEXANDRIA REGIONAL METRO
ABOU QIR TO MISR STATION



Contract No 120-M



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Submitted To:



**99M – ALEXANDRIA
REGIONAL METRO
ABOU QIR to MISR STATION
ENVIRONMENTAL AND
SOCIAL IMPACT ASSESSMENT
(ESIA)**

Presented By:



EcoConServ Environmental Solutions
12 El-Saleh Ayoub St., Zamalek, Cairo11211, Egypt
Tel: +20227359078 /27364818
E-mail: genena@ecoconserv.com
URL: www.ecoconserv.com

**ADDENDUM TO FINAL ESIA
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28th September 2024

Table of Contents

| | | |
|---------|--|----|
| 1 | Introduction..... | 1 |
| 1.1 | Project Background Information..... | 1 |
| 1.2 | Previous Studies Carried Out | 1 |
| 1.3 | Rationale of Addendum | 2 |
| 1.4 | Methodology | 4 |
| 1.5 | Structure of Document..... | 4 |
| 2 | Project Description..... | 4 |
| 3 | Legislative and Institutional Framework..... | 8 |
| 4 | Project Alternatives | 8 |
| 4.1 | Overview | 8 |
| 4.2 | Option 2 (Shifted Two-Track) | 9 |
| 4.3 | Option 2a (Shifted Three-Track) | 9 |
| 4.4 | Option 4 (Two-Track Extended Stable)..... | 10 |
| 4.5 | Option 4a (Three-Track Stable Station)..... | 11 |
| 4.6 | Justification for Choice of Current Option..... | 13 |
| 5 | Environmental and Social Baseline..... | 14 |
| 5.1 | Physical Environment..... | 14 |
| 5.2 | Biological Environment..... | 14 |
| 5.3 | Climate change consideration..... | 14 |
| 5.4 | Description of the Socio-economic baseline conditions..... | 14 |
| 6 | Potential Impacts during the Preconstruction and construction phase..... | 18 |
| 6.1 | Potential Impacts During the Pre-Construction and Construction Phase (Section 6.6 in the disclosed ESIA) | 18 |
| 6.1.1 | Potential Negative Impacts during Pre-Construction and Construction Phases (Section 6.6.2 in the disclosed ESIA) | 18 |
| 6.1.1.1 | General Environmental, Health and Safety impacts of buildings demolition | 18 |
| 6.1.1.2 | Land Related Impact (Section 6.6.2.13 in the original ESIA)..... | 19 |
| 6.1.1.3 | Cultural Heritage Related Impact (Section 6.6.2.13 in the original ESIA) | 19 |
| 7 | Environmental and Social Mitigation Measures, Management and Monitoring Plan | 20 |
| 8 | Stakeholder Engagement..... | 23 |

List of Tables

Table 1: Summary of Benefits and Challenges for Options..... 12
Table 2: ESMP Addendum Items 21

List of Figures

Figure 1: Buildings intersecting with station..... 3
Figure 3: Connections leading to ENR and Al Shohada Square..... 6
Figure 4: Pedestrian Connection from Al Shohada Square section..... 6
Figure 5: 3D concept design of pedestrian bridge by ACE 7
Figure 6: Different view of proposed pedestrian bridge by ACE..... 7
Figure 7: Proposed area for Misr metro station..... 8
Figure 8: Schematic of Option 2 9
Figure 9: Schematic of Option 2a 10
Figure 10: Schematic of Option 4 10
Figure 11: Schematic of Option 4a 11
Figure 12: Part of the land has no facilities (unused)..... 15
Figure 13: Old closed offices (unused)..... 15
Figure 14: One of the administrative buildings that were removed for the project at Misr Station (it was mentioned in the ESIA study that was prepared for the project, 2021 15
Figure 15: Photo of a residential building. The photo was taken from inside the Abu Qir train corridor at Misr Station, January 2024..... 16
Figure 16: Photo of a residential building. One of the buildings is currently being removed. The photo was taken from inside the Misr station from the other platform to avoid the construction area, September 2024 16
Figure 17: The construction area after the completion of the removal of administrative buildings and the installation of a separation fence between the construction area and the existing train tracks to ensure the safety and security of workers and the construction site., September 2024..... 17

1 Introduction

1.1 Project Background Information

A loan is being provided to the Arab Republic of Egypt to finance the upgrade and electrification of an existing rail line connecting downtown Alexandria to the northeastern town of Abou Qir, transforming it into a high-capacity metro system.

The loan will fund: (i) infrastructure works for upgrading and electrifying the line, (ii) relevant rail systems, including enhancements to signaling, telecommunications, and centralized control systems, and (iii) the procurement of rolling stock for the new metro.

This investment package, is estimated at EUR 1.6 billion, and expected to be co-financed by the European Investment Bank, the Agence Française de Développement, and the Asian Infrastructure Investment Bank.

Implementation will be managed by the National Authority for Tunnels (NAT), a state-owned entity under the Ministry of Transportation. The line will utilize the corridor of the existing railway operated by Egyptian National Railways (ENR), with future metro operations intended to be awarded to an independent operator.

This investment aligns with the Egyptian Strategy, focusing on improving the quality and sustainability of the country's municipal infrastructure through private sector participation and commercialization, while supporting a green economy transition by developing a greener, high-capacity public transport system.

The route will span 21.7 km, running from Abu Qir railway station to Misr station in Alexandria.

1.2 Previous Studies Carried Out

Following comprehensive studies, an Environmental and Social Impact Assessment (ESIA) disclosure package was prepared to assess the impacts of upgrading and electrifying the 22 km rail line connecting downtown Alexandria (Misr Station) and Abu Qir into a high-capacity metro system. The ESIA, prepared in accordance with the lender environmental and social standards, highlights both the positive and potential negative impacts of the project.

The ESIA disclosure package included the following documents:

- An Environmental and Social Impact Assessment Report (ESIA), including Environmental and Social Management Plans (ESMPs) – July 2021
- A Non-Technical Summary (NTS) – July 2021
- A Resettlement Framework (RF) – July 2021 followed by a Resettlement Action Plan (RAP) - May 2023
- A Stakeholder Engagement Plan (SEP) – July 2021
- An Environmental and Social Action Plan (ESAP) – July 2021

The ESIA disclosure package has been publicly disclosed in both English and Arabic for a 120-day review period.

Independent consultants were involved to regularly monitor the project and ensure compliance with the ESAP.

In addition, a RAP implementation consultant was hired to ensure adherence to RAP implementation procedures.

1.3 Rationale of Addendum

During the RAP implementation exercise, initiated in January 2024, the consultant identified 3 additional buildings in Misr Station area (residential buildings belonging to ENR), that will need to be removed to meet the terminal technical requirements of Misr Station.

Although a total of five buildings are slated for removal in the Misr Station area, only two were confirmed for removal at the time of the ESIA preparation, as disclosed in the ESIA package. These two buildings were described as administrative—one being a signaling building and the other a generic ENR-owned structure. However, based on recent site visits, additional buildings, including three residential buildings owned by ENR, will also need to be removed, which will result in the physical displacement of ENR employees living there. This impact was not mentioned in previous project studies. During the preparation of the ESIA and RAP, no residential buildings were identified as affected, and only the two ENR administrative buildings were observed at the project site, according to ENR officials.

The Figure below shows the ENR buildings that will be removed in green and red. The demolition of the administrative buildings is inevitable in all options assessed due to the fact that this will be the exact location as to where the Misr Station will be located. The option involving residential buildings demolition however, was determined based on an assessment of number of options that are described in the alternatives section of this document.

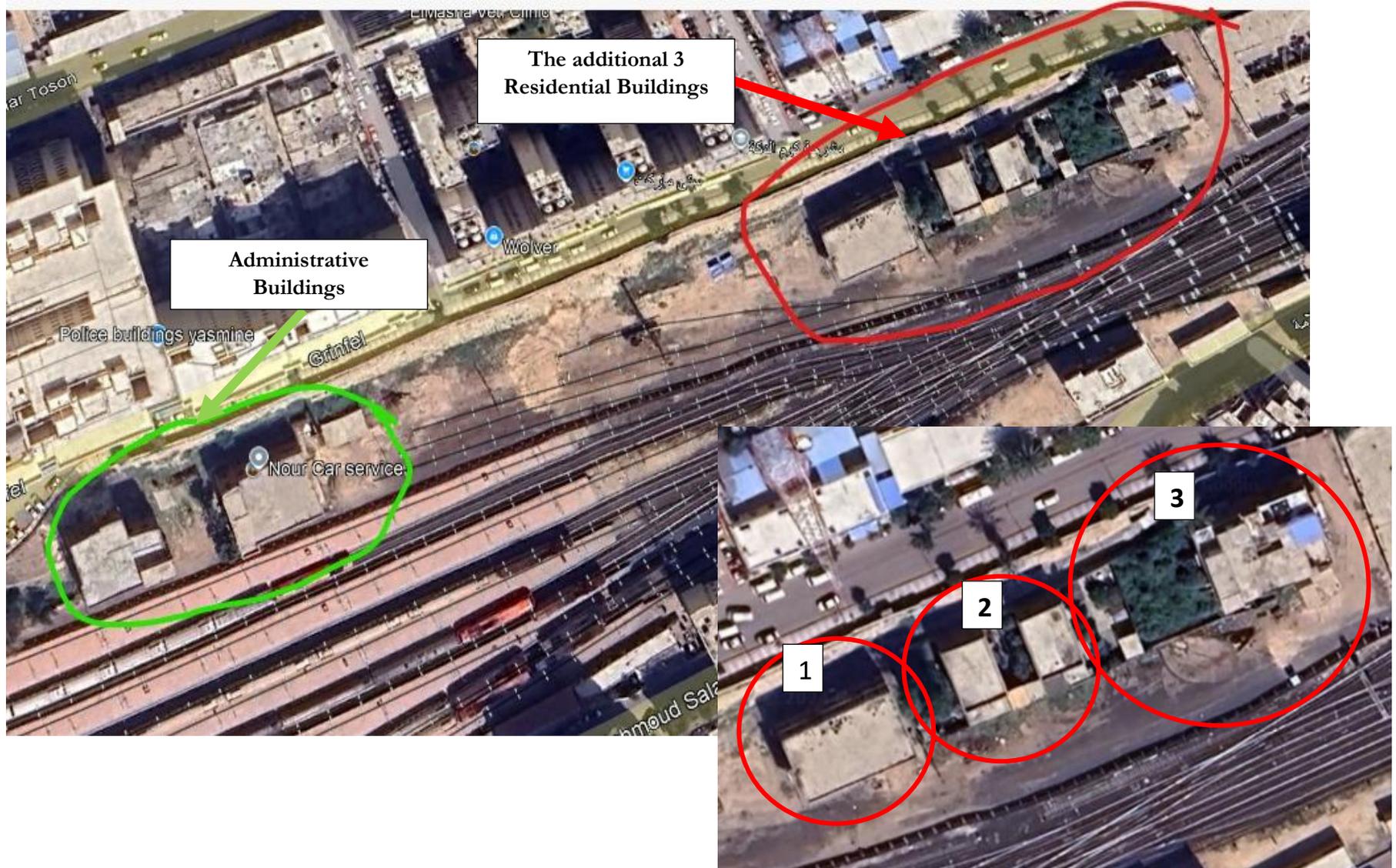


Figure 1: Buildings intersecting with station

Owing to this situation, an addendum was required by the lenders to reflect the latest update of the situation. This document will be published for disclosure requirements and will be complemented by an updated RAP document which is currently being prepared.

The consultants are preparing this addendum document on behalf of the general contractor, Orascom, whose contractual responsibility includes updating the ESIA whenever necessary.

The objective of the document is to:

- Describe the updates to the project description in Misr Station
- Describe all technical and financial options assessed and explain the justification for the need to remove the buildings
- Assess and update the social, environmental and EHS impacts as a result of removing the buildings
- Update any sections of the ESIA that will change based on the new update relating to the above finding

1.4 Methodology

In preparing this addendum, the Consultant carried out the following:

- Meeting with lenders and NAT
- Multiple site visits during January, February, March, May and September.
- Preparation of list of required data
- Meetings with ACE Consultants on 11/9/2024 and 17/9/2024
- Review of documents prepared including:
 - Disclosed ESIA package
 - Consultant's Recommendation and Comparison of 4 Options for Misr Terminal Station

1.5 Structure of Document

This document follows the same structure as the disclosed ESIA, which can be accessed via the following website :

<http://www.nat.gov.eg/EnviromentalAr.aspx>

This document is not intended to repeat the content of the previous ESIA; only sections requiring updates are included. It is prepared to be read in conjunction with the original document.

2 Project Description

As outlined in the previously published ESIA, the track runs from the start point in Abu Qir Station towards Misr Train Station, terminating at the location designated for the new Misr Metro station, in which a separate station will be constructed exclusively for metro operations.

The new station will be constructed adjacent to the existing corridor and will be completely isolated by a fence from the existing ENR railway area.

The Misr metro station, all facilities (platforms, ticket hall levels etc.) and infrastructure designed at grade.

As a terminal station, the final selected design features three tracks: one for each direction of rolling stock movement and an additional track for standby emergencies (a minimum design requirement for terminal stations). Furthermore, the stabling area is integrated within the station, eliminating the need for rolling stock to leave the station for stabling, thereby streamlining operations.

In this location, several accessibility facilities were included in the design to enhance the accessibility to Misr Station, namely, the following:

1. Implementation of a pedestrian footbridge connecting Al Shohada Square with the metro station. This will ensure fast and comfortable connection with all the other transportation systems at the square. We attach hereto a 3D rendering of the footbridge to demonstrate how this could be implemented.
2. Implementation of a pedestrian footbridge across ENR tracks to connect with the populated area south of ENR tracks. This pedestrian footbridge will reduce significantly the time to access the metro station and avoid that the metro passenger travel through the ENR station to reach the metro.
3. Proposed simple intermodal interconnection with taxi and buses and ensure that Abdel Moneam Ryad Street is not impacted by vehicles stopping.

These are presented in the Figures below.

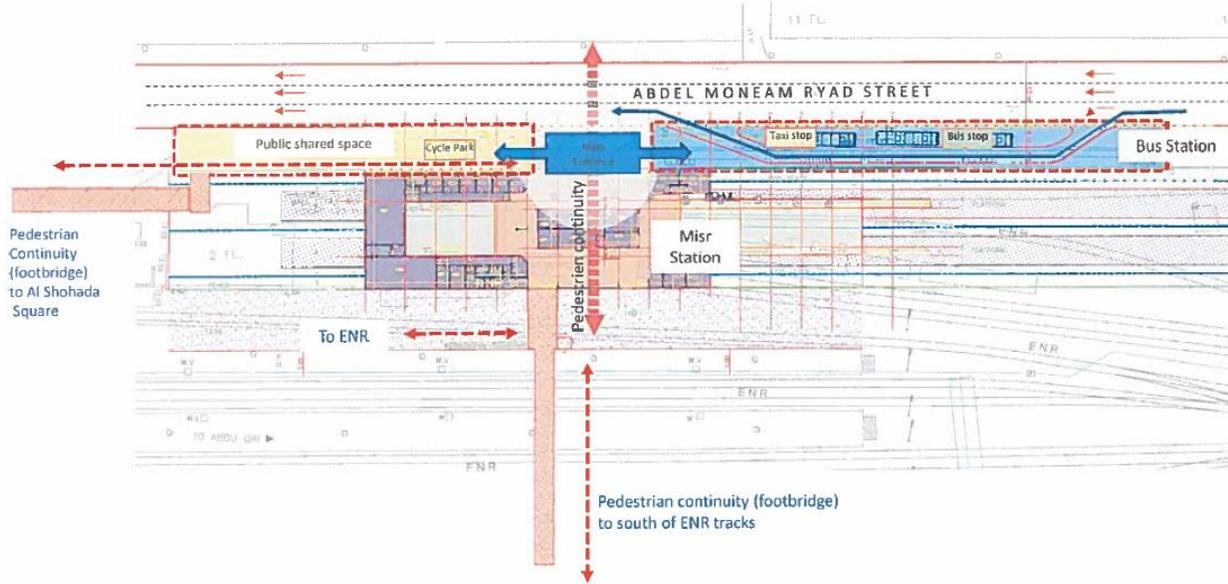


Figure 2: Connections leading to ENR and Al Shohada Square

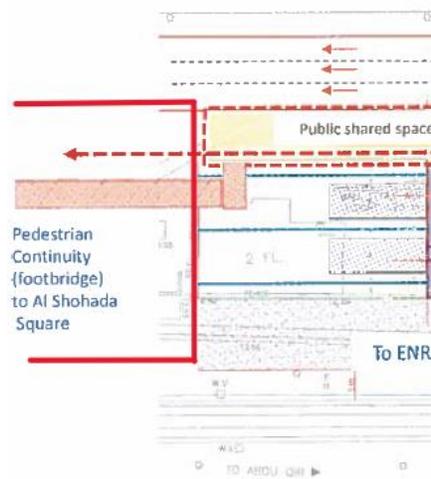


Figure 3: Pedestrian Connection from Al Shohada Square section



Figure 4: 3D concept design of pedestrian bridge by ACE



Figure 5: Different view of proposed pedestrian bridge by ACE

3 Legislative and Institutional Framework

No Changes have occurred in the legislative and institutional framework. This section therefore remains unchanged.

4 Project Alternatives

4.1 Overview

The new metro station will be constructed in the existing Misr Station. To the south of the station, the Egyptian National Railways (ENR) tracks play a crucial role in the design, with the aim of avoiding intersections or minimizing their impact. Additionally, Abdel Moneam Ryad Street, is located North the station, serves as a key reference point for its location within the urban environment.

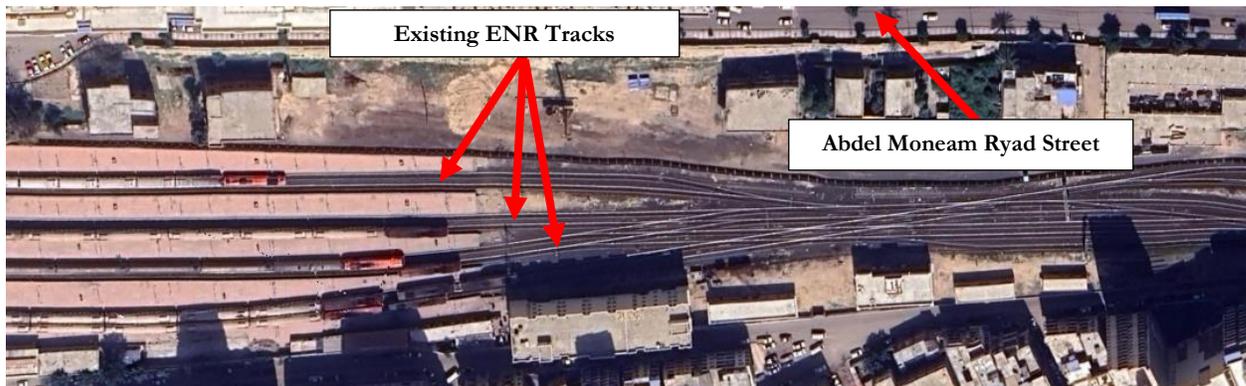


Figure 6: Proposed area for Misr metro station

The exact footprint of the Misr Metro Terminal station for the Alexandria metro project was selected based on an options analysis aimed at optimizing the design in terms of impacts, cost, and operational complexity. Four potential design options—Options 2, 2a, 4, and 4a—were assessed, each presenting varying levels of impact on the adjacent residential buildings owned by Egyptian National Railways (ENR) and the existing ENR track infrastructure.

The primary concerns were the demolition of three residential buildings (shown in Figure 1) and potential conflicts with ENR tracks which impacts the train's operation. The associated impacts were described in the Environmental Impact Assessment Study prepared for the project in 2021.

While some options aim to minimize demolition, they introduce challenges such as the intersection with ENR's infrastructure, which may complicate operations.

Variables in options were therefore introduced and assessed and included shifts in the location of the station. Different factors that were taken into consideration including:

- Accessibility
- The vicinity of potential sensitive receptors
- Intersection with buildings
- Intersection with ENR tracks and minimal disruption to ENR implementations

- ENR's land boundaries
- Technical feasibility and operational complexity
- The capacity of the proposed location to accommodate complex structures or civil works.
- Compatibility with future extensions

In the following sections, each option will be presented, with a description of their respective impacts and feasibility.

4.2 Option 2 (Shifted Two-Track)

Option 2 involves shifting the station layout to the south, successfully avoiding the demolition of surrounding buildings. However, this shift introduces a major complication, as the station intersects with ENR tracks. While agreements have been made regarding the impact on ENR, this intersection poses operational and safety concerns. The feasibility study highlights that Option 2 requires reconfiguration during Phase 2, including the construction of an additional 600 meters of double track, which increases both the time and financial costs of the project. In addition, option 2 only includes two tracks which does not meet the technical requirements of a terminal station (which requires a minimum of three tracks) This makes Option 2 less viable for future expansion, despite its benefits of avoiding demolition.

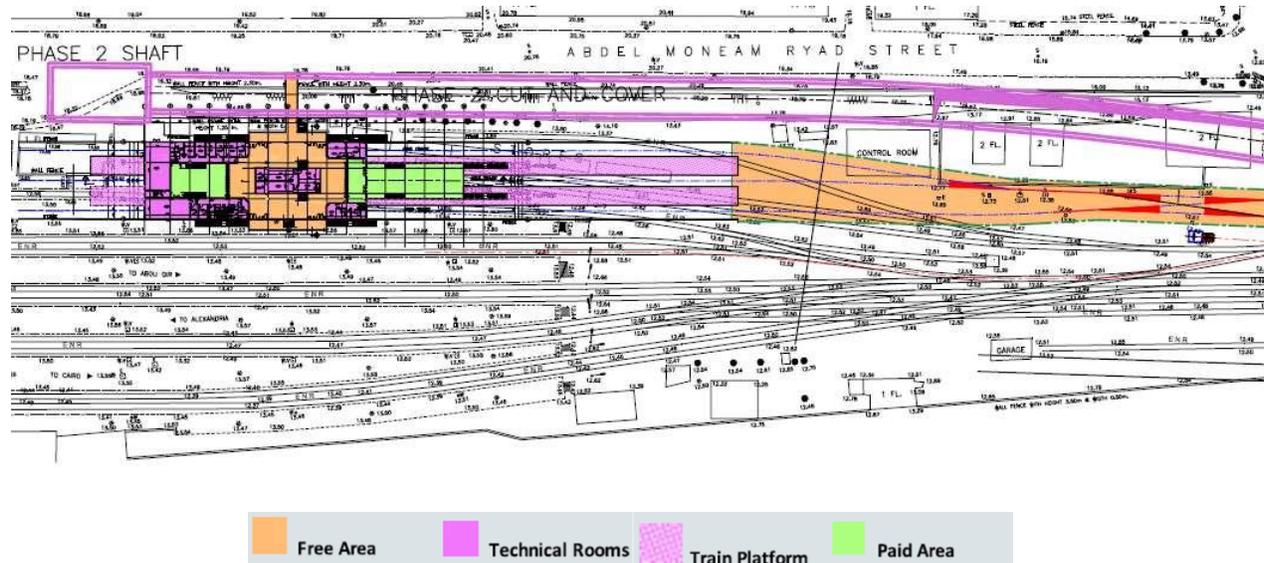


Figure 7: Schematic of Option 2

4.3 Option 2a (Shifted Three-Track)

Option 2a also involves shifting the station to the south but includes an additional third track for greater operational flexibility. While it reduces the impact on surrounding buildings through only partial demolition, it still intersects with ENR tracks, complicating operations. The partial demolition, while mitigating the overall impact compared to Options 4 and 4a, does not fully resolve the long-term operational and financial challenges. Like Option 2, Option 2a would also require significant reconfiguration in Phase 2, adding additional cost and complexity, making it a less favorable option.

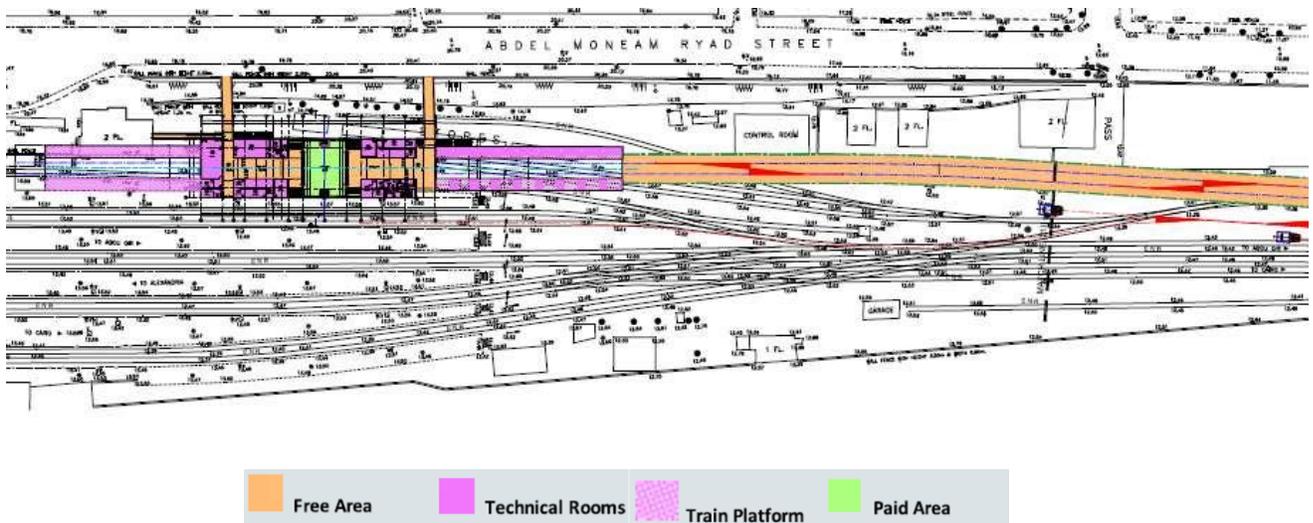


Figure 8: Schematic of Option 2a

4.4 Option 4 (Two-Track Extended Stable)

Option 4 eliminates the intersection with ENR by introducing a north shift, requiring the demolition of three residential buildings. It proposes a two-track design, with a stabling area located after the station. While this option eliminates the ENR conflict, placing the stabling after the station introduces inefficiencies. Trains would need to exit the station to access the stabling area, which reduces operational flexibility. Additionally, although compatible with future extensions, it introduces social and environmental impact of demolishing three residential buildings. This inefficiency in stabling design, coupled with the demolition, limits the appeal of Option 4.

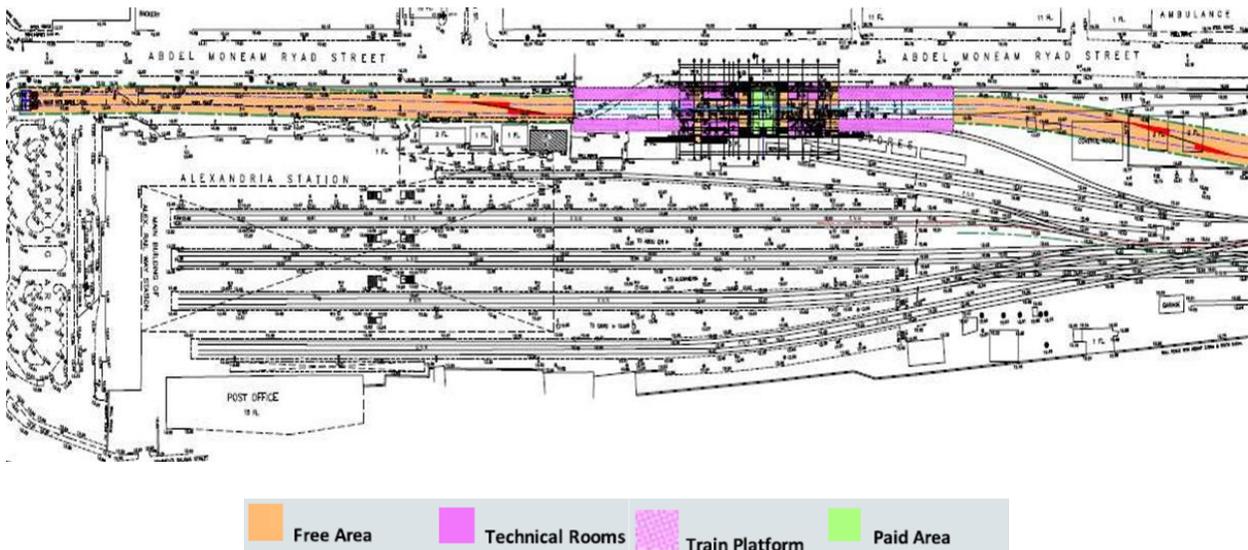


Figure 9: Schematic of Option 4

4.5 Option 4a (Three-Track Stable Station)

Like Option 4, this option requires the demolition of three residential buildings, but it offers significant improvements. This design includes three tracks, providing enhanced operational flexibility and robustness. Additionally, the stabling area is integrated within the station, eliminating the need for trains to leave the station to be stabled, which streamlines operations. Option 4a also minimizes the impact on ENR, as it avoids any intersection with critical ENR tracks, including the postal tracks. Furthermore, it is fully compatible with future extensions and requires no additional land or track modifications, reducing future costs and construction complexity. Despite the demolition required, the benefits of operational flexibility, minimized ENR impact, and future-proof design make Option 4a the most viable option from a technical and financial point of view.

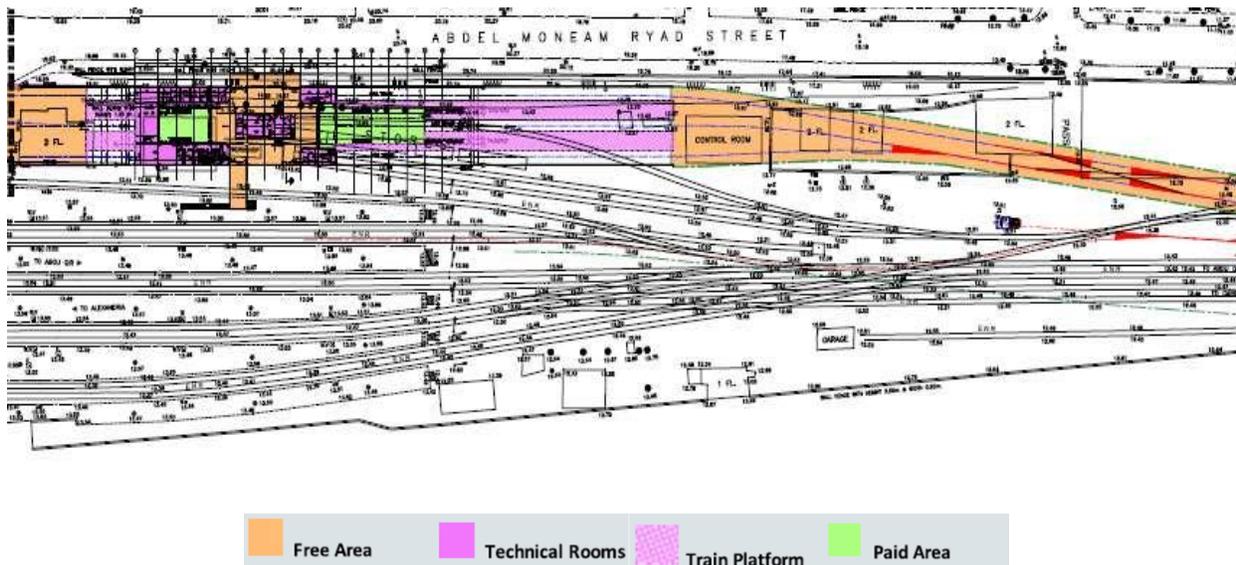


Figure 10: Schematic of Option 4a

Additionally, its layout and location will facilitate seamless connections to the proposed pedestrian bridge from ENR to Misr station and from Al Shohada Square directly to the station, enhancing accessibility and convenience for commuters as described in Section 2 of this document.

The Table below compares between the alternatives from a technical, environmental, social, financial and future expansion point of view.

Table 1: Summary of Benefits and Challenges for Options

| Option | Description | Technical | Environmental | Social | Financial | Future Expansion |
|------------------|----------------------------|--|--|---|--|--|
| Option 2 | Shifted Two-Track | <ul style="list-style-type: none"> • Intersection with ENR tracks; • limited operational flexibility. | No additional environmental impact. | No demolition of residential buildings; minimal impact on the surrounding area. | Increased cost and time due to additional double track and reconfiguration in Phase 2; | additional double track and reconfiguration required in Phase 2; |
| Option 2a | Shifted Three-Track | <ul style="list-style-type: none"> • Three tracks providing better operational robustness. • Intersects with ENR; | <ul style="list-style-type: none"> • Dust • Noise • Waste | Partial demolition of buildings; | increased Phase 2 costs due to additional track and reconfiguration; | Limited future expansion capabilities. |
| Option 4 | Two-Track Extended Stable | <ul style="list-style-type: none"> • Avoids intersection with ENR tracks; • Inefficient stabling position placed after the station, reducing operational efficiency. | <ul style="list-style-type: none"> • Dust • Noise • Waste | Demolishing buildings will be required | Demolition of three residential buildings; | compatible with future extensions. |
| Option 4a | Three-Track Stable Station | <ul style="list-style-type: none"> • Three tracks providing maximum operational flexibility; • stabling integrated within the station, enhancing efficiency; • minimal impact on ENR, avoiding critical track intersections with. • Narrow street access (Mahmoud Salamah Street) may require further feasibility study. | <ul style="list-style-type: none"> • Dust • Noise • Waste | <ul style="list-style-type: none"> • Requires the demolition of three residential buildings • No additional land requirements | | Fully compatible with future extensions |

4.6 Justification for Choice of Current Option

The four options were compared with regards to technical/operational (their impact, operational efficiency, and long-term feasibility), financial, social and environmental impacts.

In Option 2, the station design avoids building demolition but at the cost of intersecting with ENR tracks, complicating operations. Additionally, the future cost implications are significant, as Phase 2 would require extensive reconfiguration and additional track. In contrast, Option 4a, while requiring the demolition of three residential buildings, avoids these conflicts with ENR entirely. Option 4a is also designed to seamlessly accommodate future expansions without additional land use, making it more cost-effective in the long term.

Similarly, Option 2a offers partial demolition and three tracks, but still intersects with ENR, which introduces the same operational complications as Option 2. It also adds significant cost to future expansions. On the other hand, Option 4a's design, which includes three tracks and integrated stabling, not only eliminates ENR conflicts but also ensures operational efficiency and compatibility with future extensions.

When comparing Option 4 to Option 4a, both options require the demolition of the same three residential buildings. However, Option 4's stabling position after the station introduces operational inefficiency, as it complicates the process of parking trains. In contrast, Option 4a integrates stabling within the station, ensuring that operations are streamlined. This feature, combined with the enhanced flexibility provided by the third track, makes Option 4a the more attractive option for long-term operation and expansion.

After a thorough evaluation of the four options, the design consultants selected Option 4a as the most technically feasible and efficient solution. The engineering firm ACE has determined that, although the necessary demolition of three residential buildings will result in physical displacement, the benefits of Option 4a significantly outweigh the drawbacks. Its three-track design ensures robust operational flexibility, and the integrated stabling within the station provides an efficient layout. By avoiding conflict with ENR tracks, Option 4a reduces future operational risks and minimizes long-term complications. Furthermore, its design is fully compatible with future extensions without the need for additional land, making it the most cost-effective option over time.

5 Environmental and Social Baseline

5.1 Physical Environment

No changes to the physical environment has been identified.

5.2 Biological Environment

No changes to the biological environment has been identified.

5.3 Climate change consideration

The changes covered in the addendum will not imply any changes to climate change.

5.4 Description of the Socio-economic baseline conditions

In Section 5.4.3.2 of the ESIA, published in July 2021, regarding the land use of the new station sites, it was stated that:

“ At the end of the metro line, a new station will be built within the boundaries of the Misr station (the main train station in Alexandria) near the station fence. The new station land owned by ENR, part of the land has no facilities (unused) and another part with old closed offices (unused) belonging to Railway employees.”

The project site in Misr Station area includes (3) residential buildings belonging to ENR (This impact has not been mentioned before in the studies prepared for the project) Note that all site visits during the preparation of the ESIA and RAP, no residential buildings were mentioned that would be affected by the project, the only buildings that were observed at the project site within Misr Station area were unused ENR administrative buildings, as mentioned above.

Officials from NAT confirmed the accuracy of this information, and the construction of the project will result in the removal of all buildings belonging to ENR, including (3) residential buildings. These buildings are located within the boundaries of Misr Station area. The 3 buildings are administrative housing for ENR employees. One of them is a rest house for the head of ENR in Alexandria, where there is no permanent residence for any family. The other two buildings are currently inhabited by (9) families, (7) of whom are retired employees (4 of them are dead, and their children and grandchildren live in the unit), and (2) are current ENR employees.

The ECS team visited the mentioned residential buildings, conducted a census and socio-economic survey of the families living in these buildings, and assessed the potential impact of physical displacement that would occur in the area where construction work was supposed to start.

All PAPs in this section of the project (Misr Station area) are tenants of ENR’s housing units, considering that they are ENR employees. This housing is provided to them to facilitate their work and ensure their presence near the workplace. None of the PAPs have official ownership of the housing unit or the land. They were all housed based on a lease contract that ends with the end of the beneficiary’s status as an employee in ENR, that is, after his retirement or resignation from the job. According to the lease contracts, the rental value is deducted from the employee’s monthly salary. All

residents reported that they continue to pay rent regularly even after their status as ENR employees ends (retired). Further details on the socio-economic conditions of the affected families (PAPs) will be included in the RAP [addendum](#) that is currently being prepared.



Figure 11: Part of the land has no facilities (unused)



Figure 12: Old closed offices (unused)



Figure 13: One of the administrative buildings that were removed for the project at Misr Station (it was mentioned in the ESIA study that was prepared for the project, 2021)

However, during the RAP implementation exercise, a number of additional residential buildings owned by ENR employees were identified for removal. Photos of these buildings are shown in the figure below.



Figure 14: Photo of a residential building. The photo was taken from inside the Abu Qir train corridor at Misr Station, January 2024

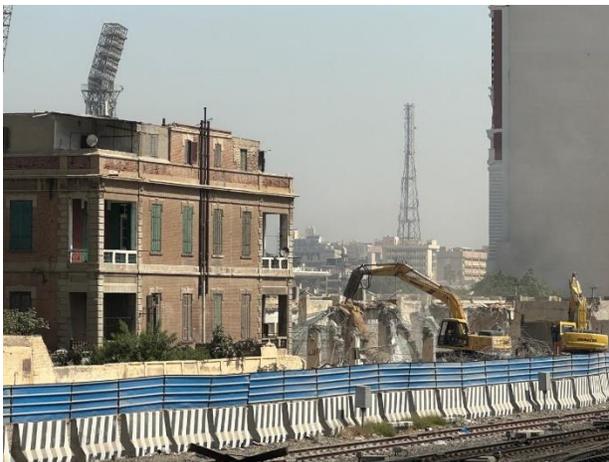
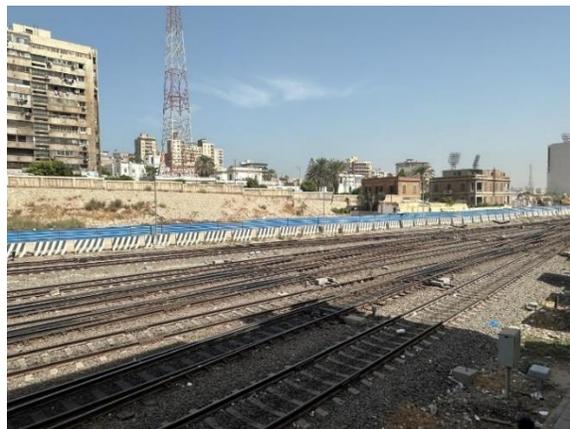


Figure 15: Photo of a residential building. One of the buildings is currently being removed. The photo was taken from inside the Misr station from the other platform to avoid the construction area, September 2024



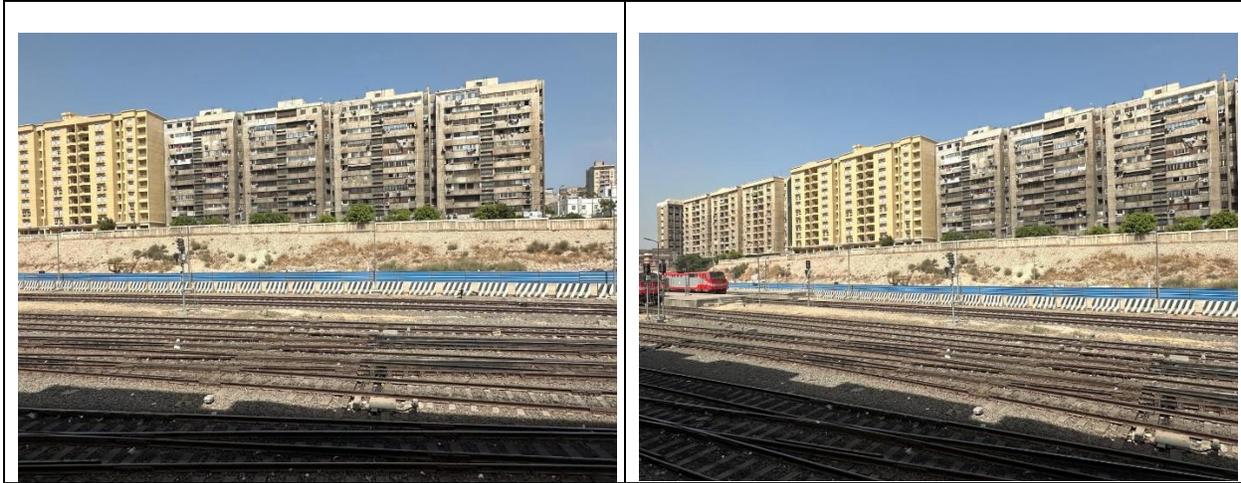


Figure 16: The construction area after the completion of the removal of administrative buildings and the installation of a separation fence between the construction area and the existing train tracks to ensure the safety and security of workers and the construction site., September 2024

6 Potential Impacts during the Preconstruction and construction phase

The following sections remain unchanged

- Spatial Scope/Investigation Area (Section 6.1)
- Impact Assessment Methodology (Section 6.2)
- Identification, Evaluation and Assessment of Key Environmental and Social Impacts (Section 6.3)
- Identification of Potential Impacts (Section 6.4)
- Evaluation and Impact Assessment Methodology (Section 6.5)

6.1 Potential Positive Environmental and Social Impacts

While not the main reason for the choice, Option 4a also offers a number of benefits for the families being relocated. By moving residents away from the station's vicinity to a quieter residential area, the transition significantly reduces their exposure to air emissions and noise pollution.

6.2 Potential Impacts During the Pre-Construction and Construction Phase (Section 6.6 in the disclosed ESIA)

6.2.1 Potential Negative Impacts during Pre-Construction and Construction Phases (Section 6.6.2 in the disclosed ESIA)

6.2.1.1 General Environmental, Health and Safety impacts of buildings demolition

The buildings demolition will generally have the same impacts as all other buildings such as stations that will be demolished, described in detail in the disclosed ESIA. The contractors will therefore implement mitigation measures indicated in the ESIA to mitigate the impacts of these activities.

These impacts are summarized in the Table below

| Pre-Construction Impact | Additional Source of Impact | Impact Description and Mitigation Measure Reference | Management Plan Reference | Monitoring Plan Reference |
|----------------------------|--------------------------------|---|---|---|
| Air quality impacts | Dust emissions from demolition | Section 6.6.2.1 | Section 7.2: Environmental and Social Management Plan | Section 7.3.1: Environmental and Social Monitoring Plan during Pre-construction and Construction phases |
| Noise and vibration | Noise from demolition | Section 6.6.2.2 | | |
| Waste | Waste from demolition | Section 6.6.2.3 | | |

| | | | | |
|---------------------------------|---|------------------------|--|--|
| <p>Health and safety</p> | <p>Respiratory risks as a result of dust Noise and vibration impacts</p> | <p>Section 6.6.2.7</p> | | |
|---------------------------------|---|------------------------|--|--|

6.2.1.2 Land Related Impact (Section 6.6.2.13 in the original ESIA)

Source of Impacts

The most pronounced additional impact as a result of demolition is the impact on land use which will result in physical displacement of 7 families in the 3 residential buildings.

Sensitive Receptors

The sensitive receptors are the families living in the 3 residential buildings.

Impact Assessment

The impacts of Land related impact can be described as being *direct, long-term, local and irreversible*.

Given the number of PAPs and number of assets, the Land related impact is considered *Minor* significance.

Mitigation measures

Mitigation measures to mitigation the impacts of the physical displacement include some that were carried out and other that need to be carried out as follows:

- Consultation activities with community members were already carried out
- Discuss the corrective and remedial actions with the PAPs. This was already implemented and alternative housing was provided according to consultation activities.
- Update the Resettlement Plan (RAP) compliant with IFIs PR and ESS 5
- A GRM should be made available to all PAPs
- The number, status and eligibility of PAPs should be analyzed in the RAP
- Providing adequate assistance to the elderly, the disabled, and the illiterate, who are eligible for compensation (if applicable)

Residual Impacts

Residual impacts are of **Minor** significance if mitigation measures are implemented.

6.2.1.3 Cultural Heritage Related Impact (Section 6.6.2.13 in the original ESIA)

Source of Impact:

There is risk that buildings slated for removal may hold cultural heritage value due to their age, as they are nearly 100 years old.

Mitigation Measures

These risks have been addressed/ remedied by following this procedures:

As reported by NAT, a formal coordination correspondence was received from the Directorate of Antiquities to assess the cultural heritage value of the buildings themselves. The correspondence confirmed that the buildings hold no cultural heritage significance.

7 Environmental and Social Mitigation Measures, Management and Monitoring Plan

The management plans for Air Quality, noise, waste and health and safety during the pre-construction phase and mitigation measures mentioned in the original ESIA will also be applicable to the demolition activities covered in this document and these activities will be included in the contractor's management plan.

Table 2: ESMP Addendum Items

| Receptor/ EHS Aspect | Impact | Mitigation Measures | Residual Impacts | Means of Supervision | Implementation Responsibility | Supervision | Expected Cost |
|----------------------------|--|---|----------------------|---|---|-------------|--|
| Cultural Heritage | There is a risk that the buildings scheduled for removal at Misr Station may hold cultural heritage value, as they are nearly 100 years old. | <ul style="list-style-type: none"> • Coordination was carried out with the Directorate of Antiquities and it was confirmed that no risk exists. • procedures as included in previous ESIA in Section 7.2. | Insignificant | <ul style="list-style-type: none"> • Review the reports of Antiquities Directorate • Review the chance find incidences • Monitor the GRM | The contractor | NAT-PMU/TAC | Cost to be evaluated by the Antiquities Directorate |
| Land related impact | The construction of Misr Metro Station will require the demolition of three ENR owned residential buildings provided to ENR employees | <ul style="list-style-type: none"> • Consultation activities with community members were already carried out • Discuss the corrective and remedial actions with the PAPs. This was already implemented and alternative housing was provided according to consultation activities. • Update the Resettlement Plan (RAP) compliant with IFIs PR and ESS 5 • A GRM should be made available to all PAPs • The number, status and eligibility of PAPs should be analyzed in the RAP • Providing adequate assistance to the elderly, the disabled, and the illiterate, who are eligible for compensation (if applicable) | Minor | <ul style="list-style-type: none"> • Review list of PAPs • Monitor the GRM • Review the Minutes of Meetings | Environmental Department and Legal Affairs of NAT | NAT-PMU/TAC | The compensation budget is allocated according to the compensation values and to be added to the RAP study |

Table 3: Environmental and Social Monitoring Plan during Pre-construction Phase

| Receptor/ EHS Aspect | Monitoring Indicators | Monitoring Responsibility | Monitoring Frequency | Location of Monitoring | Monitoring Methods | Estimated Cost |
|------------------------------------|--|---------------------------------|--|---------------------------|---|--------------------------------------|
| Cultural Heritage | Directorate of Antiquities assessment | NAT environmental Affairs | Before the start of construction on any site | Misr Station Buildings | Correspondence from the Directorate of Antiquities assessment confirming absence of cultural significance of the buildings | Included in Construction costs |
| Land related impact | <ul style="list-style-type: none"> Resettlement Plan update | NAT environmental Affairs | As in the RAP | Misr Station Buildings | Performance and ensuring the correct implementation of the mitigation and monitoring measures | Included in Construction costs |

8 Stakeholder Engagement

Since the consultant became aware of the residential buildings to be removed at Misr Station, the RAP implementation team has conducted several consultation activities with NAT officials, ENR officials and families living in these residential buildings. Stakeholder consultations were conducted at different stages from January to September 2024. Below are the actions taken by the consultant, and the RAP addendum will include more details on the consultation with affected people.

The consultant contacted NAT officials to clarify this matter, given that this impact had not been previously mentioned in the studies prepared for the project (ESIA and RAP), noting that all field visits during the preparation of the ESIA and RAP did not include any specific physical displacement as a result of residential buildings removal for the project. The only buildings that were monitored at the project site inside Misr Station area located near the project alignment, is ENR administrative buildings, according to what ENR officials said during field visits and meetings with them (during 2021-2023).

NAT officials confirmed the accuracy of this information, as the final design of the project in Misr Station area will require the removal of all buildings belonging to ENR, including (2) administrative buildings, in addition to (3) residential buildings. These buildings are located within the boundaries of Misr Station area. The 3 buildings are administrative housing for ENR employees, one of them is a rest house for the ENR Chairman in Alexandria.

After the consultant verified this information, the consultant raised the matter to the EBRD team for discussion and to determine the actions/ steps that should be taken in this regard, which started with a request to conduct a site visit with NAT team to the residential buildings located inside the Misr station site.

The results of the site visit showed that the building designated as a rest house for the ENR Chairman does not have a permanent residence for any family. As for the other two buildings, they are currently inhabited by (9) families, (7) of whom are retired ENR employees (4 of them are dead, and their children and grandchildren live in the unit), and (2) current ENR employees.

The ECS team conducted a meeting with ENR officials to get better understanding of the situation of these residential buildings, and also conducted interviews, FGD, a census and a socio-economic survey with the families residing in the (2) buildings, to assess the potential impact of physical displacement that might occur in the area where construction work was supposed to start.

The consultant held a meeting with NAT team to discuss the emerging issue of physical displacement at the project site in Misr Station to discuss and clarify the IFIs requirements regarding the potential impacts on physical displacement.

The PAPs confirmed that they have been aware of the Alexandria Metro project since 2021 through several sources: newspapers, television, as well as surveyors who distributed flyers to introduce the project, and posters at stations for consultation sessions. But we were not notified that these residential buildings would be removed to construct the project, and we did not expect that because the Abu Qir train corridor inside Misr Station is wide and there is a fence separating the residential buildings from

the train corridor. So, what is the justification for removing the residential buildings if it is possible to benefit from the available land of ENR property inside Misr Station.