

The dramatic revitalization of the city center has vindicated the Master Plan principles and SOLIDERE's development policies and standards. The return or relocation of major banks and companies has led to a surge in business activity. The pedestrianized historic core has witnessed a phenomenal growth in retail, restaurant and entertainment business. At its periphery, former neighborhoods are evolving into attractive urban villages, and new residential areas are emerging with views over the park, Beirut Marina and the waterfront.

As per the agreement with the State, represented by the Council of Development and Reconstruction (CDR), SOLIDERE executes and finances the land development of the city center and its new waterfront, in return for an allocation of 291,800 sq m of development land in the waterfront district.

Infrastructure

Roads

The road network includes a 3.6-km ring road, 8.4 km of primary roads and 16.6 km of secondary, tertiary and pedestrian roads. While the pre-war grid is retained, important expansions have been introduced to accommodate increasing traffic flows, improve access to the BCD, allow through traffic, ease internal traffic and facilitate land parceling for real estate development.

Three major axes border the city center. A new artery, George Haddad, was built to the east. The ring road to the south, and Fakhreddine street to the west, were widened, with a doubling in capacity of the Fouad Chehab bridge. An interchange and underpasses provide quick access to the airport, the port, East and West Beirut, and main central areas. An extension to the existing Beirut coastal road, the BCD Corniche, completed in its western section and linked to the new east-west Park boulevard, will skirt the waterfront district.

Internal roads have been widened and extended. Large avenues now cut across the BCD. North-south, Damascus road will be extended to the port via Martyrs' Square; the new Park avenue is an important axis linking the traditional city center to the waterfront land. Weygand and Zeitouneh streets, as well as the Port road, widened and extended towards Trieste street, form major east-west boulevards leading to the Souks of Beirut, the historic core and Martyrs' Square. New roads were created in the northern part of Wadi Abou Jamil.

Utility Networks

BCD water supply system comprises 30 km for drinking water and 38 km for landscaping and irrigation. The water disposal system consists of 26-km storm water drainage, a sewage pumping station and 28-km sewage piping. The sewage pumping station is operational. A temporary bypass is allowing outflow into the first basin, instead of its final destination in the Quarantina area, pending construction by the State of the sewage treatment plant there. This issue is being raised with CDR.

SOLIDERE implemented all civil works, including culverts, relating to power supply and has installed 66 KV and 220 KV power cables. The preliminary handover of the 220 KV link between the Beirut pine forest station and BCD, to CDR and Electricité du Liban (EDL), its ultimate operator, took place in July 2001. CDR and EDL had been handed over in 2000 the 240 MW substation which transforms high-tension power transmitted by EDL into medium voltage that is distributed to BCD sectors; local transformers in turn convert it to low voltage electricity for domestic use. Public lighting was installed, together with low-voltage cabling, lighting fixtures and feeder pillars in the streets, and BCD tunnels were equipped with lighting, control and safety systems and stand-by generators.



Civil works for power and secondary telecommunications networks, including duct banks for medium and low voltage networks, cable TV and telephone networks also in duct banks, were implemented in the Foch-Allenby, NejmeH-Maarad and Saifi sectors.

Works in Wadi Abou Jamil, awarded to Nassar Trading and Contracting Company, are scheduled for completion in July 2002. In Bachoura and Mina El Hosn, the network design by Dar Al Handasah (Shair & Partners), is expected to be completed by August 2002, to be followed by implementation.

SOLIDERE installed some cabling and equipment falling under EDL responsibility, including 20 KV cables and secondary lines connecting delivered buildings to the public network. Claims for these expenses were filed with CDR. By end 2000, the Council of Ministers instructed EDL to undertake such installation, directly recouping costs from users connecting their properties to the network.

The Company was granted in September 1998 a build-and-operate license for a fiber optic value-added network, providing BCD buildings with a direct connection to high capacity broadband services. A memorandum of understanding is in place with a consortium to build and operate the system, using US technology, and a project file has been prepared, with the intention of installing the first phase of broadband and cable TV by end 2002.

Car Parks

Pending completion of underground parking, a number of surface parking lots on vacant lots currently provide 3,000 car spaces servicing 6,000 customers per day.

Two car parks falling under public property and formerly tendered out by CDR as BOT projects remain unexecuted. In 2001 the Company pursued its requests to CDR and the Municipality to proceed with these projects.

Prior to putting into operation the Souks of Beirut 2,500-space underground car park, part of the fourth basement of the structure has been opened, providing 750 car spaces to accommodate needs in the Foch-Allenby area.

A four-level, 108-space underground public car park in Weygand street, topped by a garden, was delivered in April 2001.

Decree 5714/2001 paved the way for the implementation of a private underground car park servicing the Foch-Allenby area. The 280-space car park is part of a four-level, 700-space joint development between the Company and six owners of surrounding properties.

The decree also provided for the creation of an underground car park in Wadi Abou Jamil and of another under the public open space near the Hilton hotel.

LAND DEVELOPMENT Existing City Center

Hardscaping and Street Furniture

The new downtown is enhanced by high-quality public space: landscaped streets, squares and pedestrian areas. With CDR approval, SOLIDERE upgraded at its own expense hardscaping and street furniture beyond the scope of its agreement with the State, further adding value to BCD properties.

Street and sidewalk paving were designed to complement the characteristics of each sector. In the historic core, traditional paving, reminiscent of 1930s Beirut, was installed, using basalt cobblestones in pedestrian streets, new basalt tiles in vehicular streets and yellow granite in sidewalks.

Saifi hardscaping by A R Hourie is practically complete. Roads are paved with basalt and sidewalks with bricks. In Wadi Abou Jamil, hardscaping works by Nassar Trading and Contracting are scheduled for completion in July 2003. Decree 5714/2001 had a particular impact on this sector. Changes in parcel subdivision and regrouping necessitated a revision of tertiary road and open space design, thus affecting the work progress.

SOLIDERE is implementing an elevated pedestrian street which will also accommodate café terraces overlooking the Hadiqat as-Samah (Garden of Forgiveness) and the Roman Cardo Maximus sites. Construction is targeted for year end, based on a design due for submission in July 2002 by Dar Al Handasah, in coordination with the Gustafson Porter Limited detailed design for Hadiqat as-Samah (see Archeology).

The BCD has traffic lights managed directly through loop detectors in the asphalt. Ornamental streetlights and lanterns were installed in the Conservation Area and modern lighting poles elsewhere. Based on designs by Jean-Michel Wilmotte (France), the manufacturing and installation of street furniture (culvert ventilation towers, newsstands, bus shelters, police kiosks, traffic barriers, telephone booths, flag holders, benches, planters and shields for trash containers) is proceeding gradually.

BCD traffic signs form part of the Company's agreement with the State, while other public signage is the Municipality's task. SOLIDERE implemented a unified, distinctive signage system, designed by the Dutch firm

Reklaspits/BRS Premsela Vonk v.o.f. as per an agreement with the Municipality and the international French-speaking cities association (AIMF), which finances directional signs in the whole city.

Supervised by the Company on the Municipality's behalf, Electro-Technologies (Saudi Arabia) completed by end 2001 the manufacture and installation of directional signage, including a way-finding system with directional signs, street and sector names and numbers and pedestrians' orientation maps. Fadco completed the manufacturing and installation of traffic signage in the traditional BCD with the exception of areas still awaiting hardscaping like Wadi Abou Jamil.

Landscaping and Open Space Design

More than 60 gardens, squares and promenade areas are part of the BCD 'green master plan'. Close to 3,500 trees already adorn the city center, in addition to a very large number of shrubs and flowering plants. They range from the traditional olive, pine and palm trees to revived local species such as magnolias and bougainvilleas, chosen for their efflorescence during spring and summer, and imported varieties like the brachychiton bottle tree and various species of palm trees. SOLIDERE's tree nursery produces 25,000 flowering plants per month and is used to tend trees spared by the war, until they are transplanted into a new setting.

The streets are lined with trees, or fitted with planters or wide medians landscaped with trees, shrubs and colorful plants. More than fifteen species of trees, all fast growing and evergreen, were planted along and around the ring road.

Starting with Nejme Square, SOLIDERE landscaped areas adjoining public and religious buildings. Other well-maintained and vibrant open spaces include: Gibran Khalil Gibran garden facing UN House, Zokak El Blatt garden overlooking the city, Roman Baths garden and pedestrian area, Riad El Solh Square, Emir Amine Square in Bachoura, a cascading open space under the Serail, Omar Daouk Square in Mina El Hosn and Planet Discovery garden. In addition, several vacant lots have received temporary landscaping, pending their development.



LAND DEVELOPMENT Existing City Center

The international garden along the one-kilometer old seashore walk is taking shape with the completion of the footpath, the planting of trees in the common parts, and the design in progress for small gardens representing contributing countries.

A number of open spaces were created and landscaped in accordance with the Master Plan amendment and updating provided in decree 5714/2001.

An open space over the Weygand street underground car park is providing a visual link with the Municipality building and the Al Omari and Emir Assaf mosques. The landscape design includes a large water fountain and a selection of trees including vine, olive and palm trees.

A 2,000-sq m public open space was created near the Grand Serail entrance. Triangular in shape with an elevation range of about 10 m, its landscape design incorporates five dominant stone terraces which help retain the soil in place. An S-shaped, dark green lawn occupies half the space, the rest consisting of low growing flowering shrubs such as yellow day lilies, rosemary, lavender verbenas, purple and red salvias.

Across the street is the new garden near the Evangelical church, featuring a curvilinear path and stone benches. One hundred-year old olive-trees, cypress and palm trees dominate the upper canopy, while star jasmine, pink roses and blue lilies of the Nile cover the ground. A 15-m wall of natural random stone separates it from the National Music Conservatory. Imbedded fossils dating back to the cretaceous age give the impression of having always been part of this rustic wall.

Close to completion, Debbas Square garden is dominated by a four-meter aqueduct structure with a waterfall pouring into a colored ceramic basin. It is planted with rare jelly palms in a semi-circular pattern, chartreuse shade trees and specimen mulberry trees. Carved stone benches provide views onto the neighboring Saifi Village, Martyrs' Square and St Elias Armenian-Catholic church. In Saifi Village, a main square and internal squares and landscaped spaces contribute to create a pleasant environment.

Archeology

The reconstruction of the city center could not be realized without due respect for Beirut's historical past and archeological wealth. Large-scale archeological excavations and research yielded evidence on civilizations ranging from the Canaanite to the Ottoman.

SOLIDERE supported the rescuing and preservation of this heritage spanning over 5,000 years, and provided financial assistance to the teams working under the supervision of the Directorate General of Antiquities (DGA).

In coordination with relevant administrative authorities, the Company is supporting site excavation, research and conservation, and integrating findings into development projects. Archeological research proceeded during the year on five sites falling on public space, in buildings under restoration or on development lots. Core drilling in the Foch-Allenby area revealed the location of the ancient harbor. The documentation, digitizing and evaluation of the results of these sites are nearing completion. These include the fortifications of the Hellenistic city and the Roman main north-south axis (Cardo Maximus). Still outstanding with the DGA is the SOLIDERE proposal for integrating the medieval wall and the Persian-Phoenician site into the Souks of Beirut.

The French architect Michel Macary provided the concepts of the heritage trail, museum and archeological parks north and west of Martyrs' Square.

An agreement was signed in January 2002 with the British-American architectural firm Gustafson Porter Limited, winner of the international landscaping competition, for the detailed design of Hadiqat as-Samah (Garden of Forgiveness), after decree 5714/2001 incorporated the project in the BCD Master Plan. Archeological reports submitted to the DGA should establish the integration of the important historical features of the sites into the garden. The studies, due for completion in 2003, will be followed by implementation.

Decree 5714/2001 also amended the Cadmos street alignment, and specified the site for the study of two bridges above the Ancient Tell, both provisions aiming at preserving archeological remains.

The Company claimed US\$17 million in compensation for increased infrastructure costs due to delays attributed to the DGA. These costs are bound to increase as long as issues remain unresolved. A US\$12 million suit was filed in February 2001 against the Ministry of Culture for delaying a land subdivision scheme for lot 1475 Marfaa although it preserved archeological remains. This issue was settled by end 2001, the ministry agreeing to the subdivision scheme and SOLIDERE renouncing its action.

Maintenance Services

Besides rendering site logistics services - cleaning, safety, security and traffic management - SOLIDERE operates and maintains completed infrastructure until its handover. These services cover tunnels, underpasses, traffic lights, street lighting, streetscape and furnishings, roads and sidewalks, utility ducts and manholes, sewage and storm water networks, the sewage pumping station and, until early 2000, the power substation. Pending receipt by the State of the reconstituted public domain, the Company maintains trees and landscaped open spaces, operates and maintains the irrigation station and network. SOLIDERE has raised with State authorities the issue of the costs incurred for these services for which it intends to seek compensation. The costs are compounded by handover delays that persist to this day.

Handover to the State

As per Law 117/1991 and the agreement with the State, ratified in decree 5665/1994, implemented infrastructure and the reconstituted public domain are to be delivered by SOLIDERE to the State, represented by CDR.

Infrastructure

CDR took preliminary delivery in February 2001 and final delivery in December 2001, of the completed ring road with its bridges, tunnels and underpasses, main and secondary roads and utilities. The Company continues to operate and maintain the infrastructure, despite repeated requests that the Beirut Municipality should take over this function. The Municipality plans to launch a tender for the provision of operation and maintenance services.

Decree 5714/2001 removed the hurdles to the handover of infrastructure in the rest of the existing city center. The sewage pumping station, preliminarily handed over to the

State in July 2001, is still operated by SOLIDERE. The handover of public lighting works is still pending, as the Company considers that related meters should be installed by the Municipality as the final user, while CDR deems it as part of the SOLIDERE deliverables.

Public Domain

The roads, squares and public gardens executed by SOLIDERE on behalf of the State become public domain. Decree 5714/2001 finalized the determination of the reconstituted public domain, an essential precondition for its delivery. From August 1, the Company started to prepare the files of the designated lots to be handed over to the State. Differences between SOLIDERE and Municipality officials delayed the property transfer. For the Beirut Mohafez (administrator), the transfer should be subject to the CDR taking receipt of the infrastructure. However, some works were still needed, mostly public squares and gardens on lots relinquished by SOLIDERE to the public domain as per the new decree. High-level meetings conducted with the public administration aimed at separating the two procedures, to allow property conveyance of all lots designated for public domain, with the provision of CDR taking delivery of future works in the newly released lots.

Future Prospects

A Dar Al Handasah study is under way for road links connecting Martyrs' Square to the Port road across the ancient Tell area, as specified in decree 5714/2001.

SOLIDERE expects to launch by October 2002 an open international competition for the urban design and landscaping of the Martyrs' Square axis, comprising the open space corridor and most of Sector H development land, down to the quayside of the Beirut port first basin. The competition will include the integration of important archeological sites to the north of Martyrs' Square, as well as proposals for a high-rise landmark site at the northeast gateway to the city center.

The outcome should greatly contribute to determine the new identity of Martyrs' Square and its extended axis to the waterfront. Completion of the design will mark the start of parceling and development in this BCD sector of key national importance.

LAND DEVELOPMENT New Waterfront District

A prime modern district is evolving on the waterfront. Its Sector Plan, commissioned to Skidmore Owings & Merrill, won a Charter Award from the Congress for the New Urbanism in 2002. Adapted to meet Formula One requirements, it is about to receive official consecration. Beirut Marina is bracing itself for a soft opening by summer 2003. A design competition prepares for the development of the yacht club and town quay. On the waterside park site, excavations within phase two environmental works are timed for completion at the delivery of developments facing the marina and park. Leased space on reclaimed land is accommodating promotional, cultural and leisure activities.



LAND DEVELOPMENT New Waterfront District

More than one-third of Beirut city center will lie on reclaimed land. The site commands fine views of the Mediterranean, with a picturesque landscape of hills and mountains across the bay. Heavy engineering investment in sea defense, harbor works, environmental cleanup and reclamation, are preparing it for development.

The new district will accommodate prime financial, business, residential and tourist facilities, its new master plan enhancing the international character of Beirut city center. On-land and nautical activities will center around an exciting waterfront with two marinas, Corniche promenades and quaysides, a waterside park and a 4.8-km Formula One track.

Marine Works

Marine works comprised construction of the Beirut Marina together with a breakwater and a two-line defense structure protecting the marina and waterfront. A marina at the eastern edge of the waterfront is part of Phase Two of the BCD development.

The project cost US\$298 million: US\$231.8 million for construction, US\$44.8 million in soft costs, and US\$21.4 million as capitalized value of debt service (interest and other financial charges) on a 10-year, US\$107.3 million loan from BNP Paribas and Banque Indo-Suez with COFACE guarantee. Loan repayment started in February 2001 with US\$15.3 million paid in 2001 and US\$91.7 million outstanding at year-end.

Defense Structure

SOLIDERE completed the defense structure in October 2000. After expiration of the defect liability period in October 2001, the project was handed over to CDR in February 2002. The sea defense design has unique features, based on urban planning criteria set in the BCD Master Plan:

- an overall structure height not exceeding 5.5 meters above sea level, permitting unimpeded sea views from areas deep within the city center core
- a three-tier stepped section allowing public access close to the water edge.



Beirut Marina

The marina civil works, including quays and breakwater, were handed over to CDR in April 2002. Since 1999, trespassing had obstructed work despite repeated appeals to the authorities. Decree 4838 of February 3, 2001 officially integrated the water sheet known as Sector 5 of the Beirut St George master plan into the marina, to be operated as a whole. Its publication led to the gradual evacuation of trespassers from the water basin and the removal of their equipment in June 2001.

On April 23, 2002, CDR put the entire marina at the disposal of SOLIDERE as per the agreement signed with the State in 1997 for the operation of the two BCD marinas. A committee was appointed by the Council of Ministers on April 15, 2002 to put into effect the agreement as far as the Beirut Marina and follow up on its implementation with the Company.

The agreement grants the Company the right to exploit for a 50-year period the marina water surface with the Corniche underground car park provided for in the BCD Master Plan. SOLIDERE is to construct at its own expense and with official approvals, the installations needed for the marina operation and falling on the State's private domain. Works including access and circulation roads, breakwater surface parking, underground car park, pontoons, harbor master building

and utilities for boats, should be delivered by the Company no later than 18 months from April 23, 2003. The trespassers, however, still occupy the marina western quay. Marina by-laws, addressing such issues as administration and operation of the marina general services, boat traffic, public safety, environmental protection, vehicular and pedestrian circulation, must also have been established and received official approval by the same date. In March 2002, SOLIDERE appointed Groupe Camille Rayon (France) as its consultant for the Beirut Marina.

Pending complete development, the marina is bracing itself for a soft opening in summer 2003. Centered around the quay along the northwestern breakwater, the works may involve creating an independent entrance, installing finger pontoons, landscaping the breakwater quay and providing a 200-car park and quayside facilities.

The southeastern curved edge of the marina will constitute a Mediterranean town quay with an agglomeration of waterside restaurants with sitting-out terraces, one or two retail outlets and/or entertainment facilities, open space for boat shows or festival uses associated with the marina. A belvedere overlooking the marina from the Corniche, a footbridge, underpasses, stairs and ramps provide pedestrian links between the marina and its surroundings. A yacht club offering a spectacular view of the Formula



LAND DEVELOPMENT New Waterfront District

One Grand Prix circuit will include such facilities as swimming pools, restaurants and bars, fitness rooms, members' accommodations and underground parking.

SOLIDERE launched in April 2002 a design competition for the yacht club and town quay, both falling on Company land. Concept selection is scheduled for July 2002, with the winner to be entrusted with detailed design and supervision. The target is to complete and start operate the town quay by summer 2003 and the yacht club by 2004.

Land Treatment and Reclamation

Land reclamation is almost complete, with landfilling at 55 hectares. The shortfall represents marine service access and work areas for the Radian International (US) treatment contract.

Covering 18 hectares with possible extensions below sea level, the US\$56-million contract involves excavation, sorting and treatment of 5 million cubic meters of debris and waste materials. Excavations proceed from advanced benches above sea level to sub-sea level using barge-mounted grabs for clearance to the original sea bed. Backfilling the clean material delivers sites for infrastructure, parks and high-density structures.

Ongoing since April 1999, the contract was extended by six months, with the works scheduled for conclusion by April 2004. Fairhurst International (UK) is construction manager.

The project is partly financed by a US\$22 million, six-year locally syndicated loan, concluded in March 2000 for the local content of the project, with US\$12 million drawn by end 2001. The US content of the project in engineering and construction services and equipment benefits from US\$24.7 million in export credit financing. A US\$14.7-million Citibank loan signed in July 2001 received US Export-Import Bank guarantee approval in November. A parallel Citibank facility was signed in July 2001. Drawdowns of US\$16 million were effected in 2001.

SOLIDERE's landfill treatment project received Beirut Municipality nomination for the Dubai International Award for Best Practices to Improve the Living Environment, established by the Second UN Conference on Human Settlements (Habitat II).

The Radian works form the second phase of an exhaustive environmental cleanup of the original landfill. Important residential and hotel developments are progressing on seven hectares south of this site, treated in a first phase and provided with infrastructure.

The eastern part of the New Waterfront District, not requiring treatment, was leveled and equipped with temporary roads and two surface car parks. Leased to Beirut International Exhibition and Leisure Center (BIEL), it is hosting activities in temporary structures totaling 82,000 sq m of floor area which include a 15,000-sq m central exhibition hall and a 600-sq m exhibition room with a restaurant and a conference room.

Waterfront District Master Plan

A planning study for Sectors A and D of the BCD was prepared by the US firms Skidmore Owings & Merrill (SOM) for urban design, Sasaki for landscaping, and Parsons Brinckerhoff for transport planning. The study aimed at providing a conceptual urban design framework for the New Waterfront District, which had remained in diagrammatic plan form in the BCD Master Plan; incorporating landscaping guidelines for the new coastal Corniche; and resolving its connection to the city and the marinas at the BCD western and eastern ends. In 2002, the SOM design was the one non-US project to win a Charter Award of the Congress for the New Urbanism.

The organization of a Formula One racing event was the subject of meetings with the Fédération Internationale d'Automobile (FIA). Amendments to the BCD road network were requested to meet the specifications for the Formula One track, that would partly fall along the coastal Corniche and some internal roads in the New Waterfront District. Based on a November 2000 Council of Ministers' resolution, CDR entrusted Dar Al-Handasah (Shair and Partners) with design studies for meeting the FIA requirements and completing the detailed Sector Plan for the New Waterfront District and coastal Corniche (Sectors A and D of the BCD).

No increase should ensue in the development areas allocated to SOLIDERE, or in the water sheet area of the eastern marina, should the latter's location be modified. Physical implementation was to be conditional on FIA



approving the amendment and committing to organizing the event in the BCD.

Completed in 2001, the detailed Sector Plan was submitted to the relevant authorities for review and approval. The Higher Council for Urbanism and the Municipal Council approved the plan with some qualifications, which were left to the government's decision. The detailed Sector Plan is expected to be finalized during the current year, in the form of a Council of Ministers' decree amending the detailed BCD Master Plan to take into account the new Sector Plan.

The Beirut Formula One track, designed to accommodate the necessary stringent safety standards and other constraints applicable to Grand Prix racing, has now received FIA's preliminary technical approval. The Sector Plan accommodating these requirements includes the following features, with the general and special regulations relating to the BCD and its sectors, as amended by decree 5714/2001, remaining applicable wherever they do not contradict the provisions of the new decree.

The track runs clockwise along 4.8 km with the starting grid on the coastal Corniche. Where streets are less than the standard 12-m width, construction works are to dismantle the existing sidewalk, widen the carriageway and install safety barriers and debris fences prior to the race event. In the highest level, 30-m wide promenade, stands will be installed to accommodate spectators. The road widening and the addition of new roads in the Sector Plan will result in larger areas dedicated to public domain. However, the total area of development land remains unchanged in Sectors A and D.

The location of the eastern marina is changed; however, its water surface remains the same.

Leisure, sporting and tourist activities are the dominant ones in Sector A, especially those associated with marinas, quaysides, waterside park and Formula One racing. Planned as an exemplar of modern development, Sector D is a mixed-use district with activities including a wide range of commerce and retail services, office, tourist and hotel space, convention centers, exhibition and cultural facilities, together with extensive residential development.

Parcels created and allocated for development should have a minimum area of: 750 sq m, subject to encompassing a 18 m x 18 m square, in sub-sectors Da, Dc and Dd; 1500 sq m, subject to encompassing a 25 m x 25 m square, in sub-sectors Db and De. Streetwall controls are applied, as per Article 16 of the BCD general regulations, and view corridors are created to preserve sea and mountain views. Building height and envelope controls ensure a careful distribution of floor space, with the majority of development at medium density, and a limited number of high-rise sites in distinctive locations.

As a result of the proposed plan, Beirut city center will provide an uninterrupted 3.5-km extension of the Beirut shoreline, representing four times the area of the existing city Corniche system once the Beirut Marina town quays, Corniche promenade, eastern marina quayside and Beirut port first basin promenade, are completed. The three-decked Corniche promenade, over 1.3-km (0.8-mile) long with a width varying between 110 m and 45 m, will be a socially active pedestrian arena with views to the sea, the Jounieh bay and Mount Sannine.