



# **Government of The People's Republic of Bangladesh**

**Ministry of Local Government, Rural Development and Co-operatives**

## **Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Local Government Engineering Department (LGED)**



### **Report on Outcomes of Social Screening on Proposed New Road Improvement under the Package: EMCRP/ W-17 (Included 07 Sub Projects)**

**Funded by:**



**Government of the People's Republic of Bangladesh & World Bank**



**Development Design Consultants Ltd.**

**September 2020**

## Contents

1.	Background of the project: .....	1
2.	Map of Cox's Bazar District with Project Location .....	2
3.	Map of Sub-Project Location .....	3
4.	Methodology:.....	5
5.	Summary of Key Findings:.....	5
	6.1. Existing Scenario of Proposed Roads: .....	5
	6.2. Construction induced impact issues: .....	5
	6.3. Construction Yard and requisition of land (if required):.....	6
	6.4. Road Connectivity & Feature Benefit: .....	6
	6.5. Impact Mitigation Measures.....	7
6.	Consultation:.....	7
	Table: 1: Summary of Consultation Meetings/ FGDs participant's number.....	8
	Table: 2: Summary of Consultation Outcomes .....	8
	Table: 3: Attendance of local community Consultation as follows (See annex-14-20) .....	9
7.	Contractor and Labor Management: .....	10
8.	Labor and Contractors Management due to COVID-19:.....	11
9.	Traffic Management: .....	12
10.	Monitoring System:.....	13
11.	Grievance Redress: .....	13
12.	Positive impacts by the sub-project:.....	14
13.	Social Management Plan (SMP).....	14
14.	Recommendations:.....	22
15.	Conclusions: .....	23
	Annex-1: At a Glance Key Findings by Social Screening of 07 Sub Project's under package number EMCRP/W.17 (Road Improvement) of LGED .....	24
	<i>Description of 17.1, 17.3, 17.4, 17.5, 17.6, 17.7 &amp; 17.8 (According to field visit).....</i>	<i>25</i>
	<i>Crest / Top width of Package of 17.1, 17.3, 17.4, 17.5, 17.6, 17.7 &amp; 17.8 (According to field Visit)</i> .....	<i>28</i>
	Annex-2: Pictures of Existing View & location of 07 Sub-Projects under package number EMCRP/W.17.....	18
	Annex-3: Social Screening of Panishia BGS Road (Package Number: EMCRP/W17.1) .....	19
	Annex-4: Social Screening of Dighir Para Holudia Road (Package Number: EMCRP/W17.3) .....	24
	Annex-5: Social Screening of West Holudia Road (Package Number: EMCRP/W17.4) .....	29
	Annex-6: Social Screening of Hijolia Horinmara Road (Package Number: EMCRP/W17.5).....	34
	Annex-7: Social Screening of Battala Dosari Road (Package Number: EMCRP/W17.6) .....	39

Annex-8: Social Screening of Badugona to Battali Road (Package Number: EMCRP/W17.7) .....	44
Annex-9: Social Screening of Jadimora - Harinmara Road (Package Number: EMCRP/W17.8) ....	49
Annex-10: Screening Findings and Mitigation Measures .....	54
Annex: 11: At a Glance Public Consultation of 7 sub-projects under Package- W-17 .....	60
Annex: 12: Photographs of Consultation Meeting with Stakeholders of 07 Sub Project's under package number EMCRP/W17, LGED .....	62
Annex 13: Photographs of 07 Sub Project's Present Condition under package number EMCRP/W17, LGED .....	63
Annex-14-20: List of Participants Attended in a Consultation Meeting of 07 Sub-Projects under package number EMCRP/W.17.....	65

## Abbreviations

Abbreviations	Descriptions
ARIPA	Acquisition and Requisition of immovable property Act;
BC	Bituminous Carpeting
CBO	Community Based Organization
CSO	Civil Society Organization
DOE	Department of Environment
DoF	Department of Forest
D&SC	Design & Supervision Consultant
EMCRP	Emergency Multi-Sector Rohingya Crisis Response Project
ESMF	Environmental and Social Management Framework
FGD	Focus Group Discussion
GPS	Government Primary School
GRC	Grievance Redressed Committee
GRM	Grievance Redressed Mechanism
HBB	Herring Brick Bond
IUCN	International Union for Conservation of Nature
LGED	Local Government Engineering Department
LGRD	Ministry of Local Government, Rural Development and Co-operatives
N/A	Not Applicable
NGO	Non-Government Organization
OP	Operational Policy
PDO	Project Development Objective
PIU	Project Implementation Unit
PRA	Participatory Rural Appraisal
RCC	Reinforced Cement Concrete
RF	Resettlement Framework
RRRC	Refugee Relief & Repatriation commissioner
RoW	Right of Way
RPF	Resettlement Policy Framework
SMP	Social Management Plan
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic control plan

## 1. Background of the project:

The Local Government Engineering department (LGED) under the ministry of Local Government, Rural Development and Cooperatives (MoLGRD&C) is one of the government agencies to implement Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) financed by World Bank. There are 25 work packages under the activities of Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) of Local Government Engineering Department (LGED) and among them thirteen are road packages. Based on revised DPP these screening reports are being prepared for package-17 comprising 7 sub projects within the host community following the guidelines of ESMF and RPF. It is necessary to mentioned that, all the new roads will be improved along the existing alignment owned by government. Land acquisition and population displacement/relocation shall not be needed to implement these sub projects.

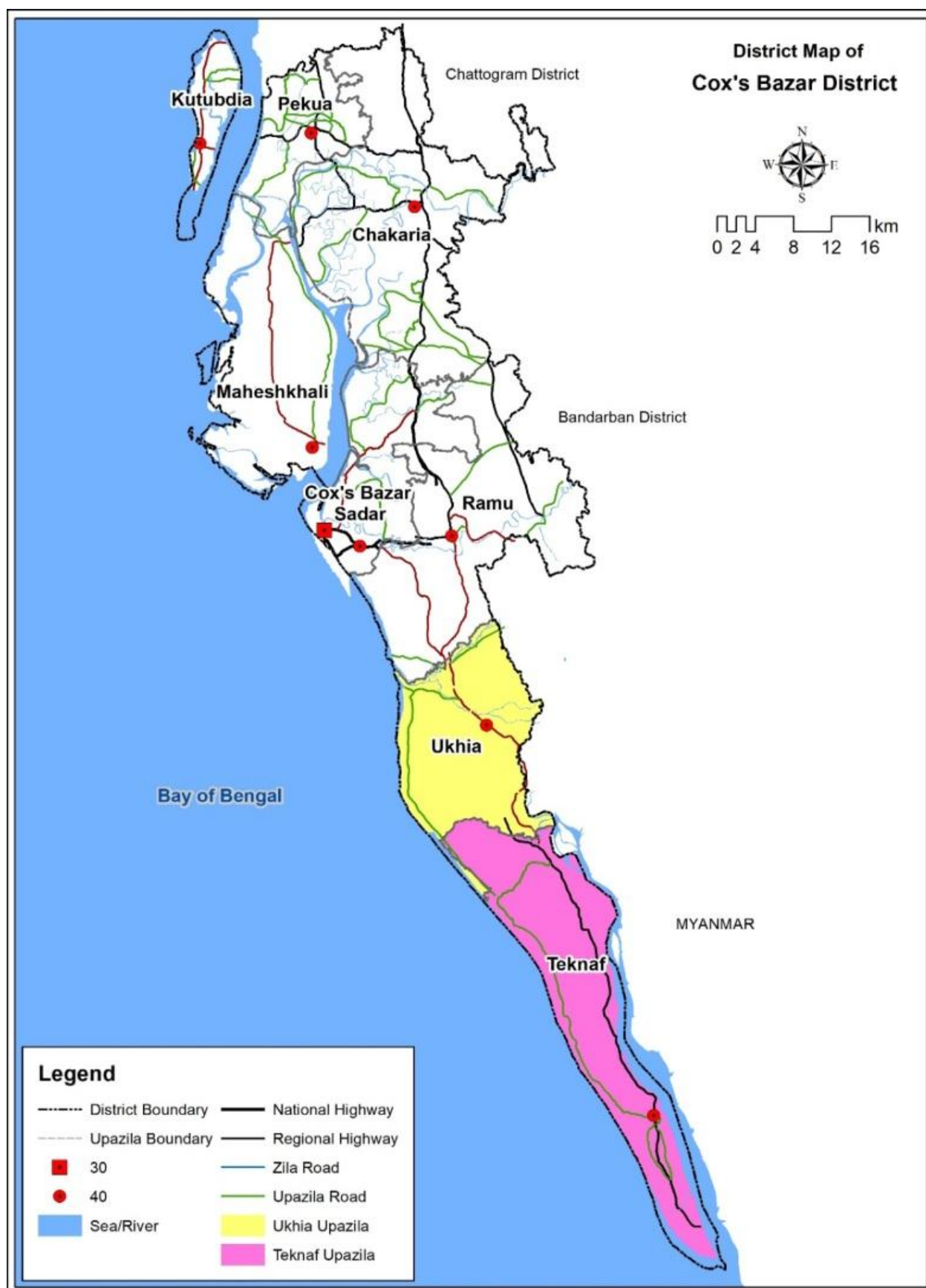
There are existing 7 earthen/HBB roads which are in poor conditions. During disaster time and rainy season, local people are facing difficulty to use the roads due to muddy and potholes more ever unable to movement all kinds of vehicles.

### Location of Sub-Projects

Name of District	Name of Upazila	Package and Sub Package Number	Sub-Project Name	Total Length (Meter)	Within the DRP Camp (Meter)	Within the Host Communities (Meter)	Average Width (Meter) Crest-3.7 Both Slope-0.6	Intervention Types
Cox's Bazar	Ukhiya	W-17 (17.1)	Improvement of Panishia BGS Road by BC from Ch. 00 to Ch. 1600m.	1600	-	1600	4.9	Existing earthen road will be improved as paved road.
	Ukhiya	W-17 (17.2)	Improvement of Dighir Para Holodia Road by BC from Ch. 00 to Ch. 1000m.	1000	-	1000	4.9	Existing earthen road will be improved as paved road.
	Ukhiya	W-17 (17.3)	Improvement of West Holodia Road by BC from Ch. 00 to Ch. 1410m.	1410	-	1410	4.9	Existing earthen road will be improved as paved road.
	Ukhiya	W-17 (17.4)	Improvement of Hijolia Horinmara Road by BC from Ch. 2500 to Ch. 3960m.	1460	-	1460	4.9	Existing earthen road will be improved as paved road.
	Ukhiya	W-17 (17.5)	Improvement of Battala Dosari Road by BC from Ch. 00 to Ch. 1320m.	1320	-	1320	4.9	Existing earthen road will be improved as paved road.
	Ukhiya	W-17 (17.6)	Improvement of Badugona to Battali Road by BC from Ch. 00 to Ch. 1650m.	1650	-	1650	4.9	Existing earthen road will be improved as paved road.
	Ukhiya	W-17 (17.7)	Improvement of Jadimora-Harinmara Road by BC from Ch. 00 to Ch. 1405m.	1405	-	1405	4.9	Existing earthen road will be improved as paved road.

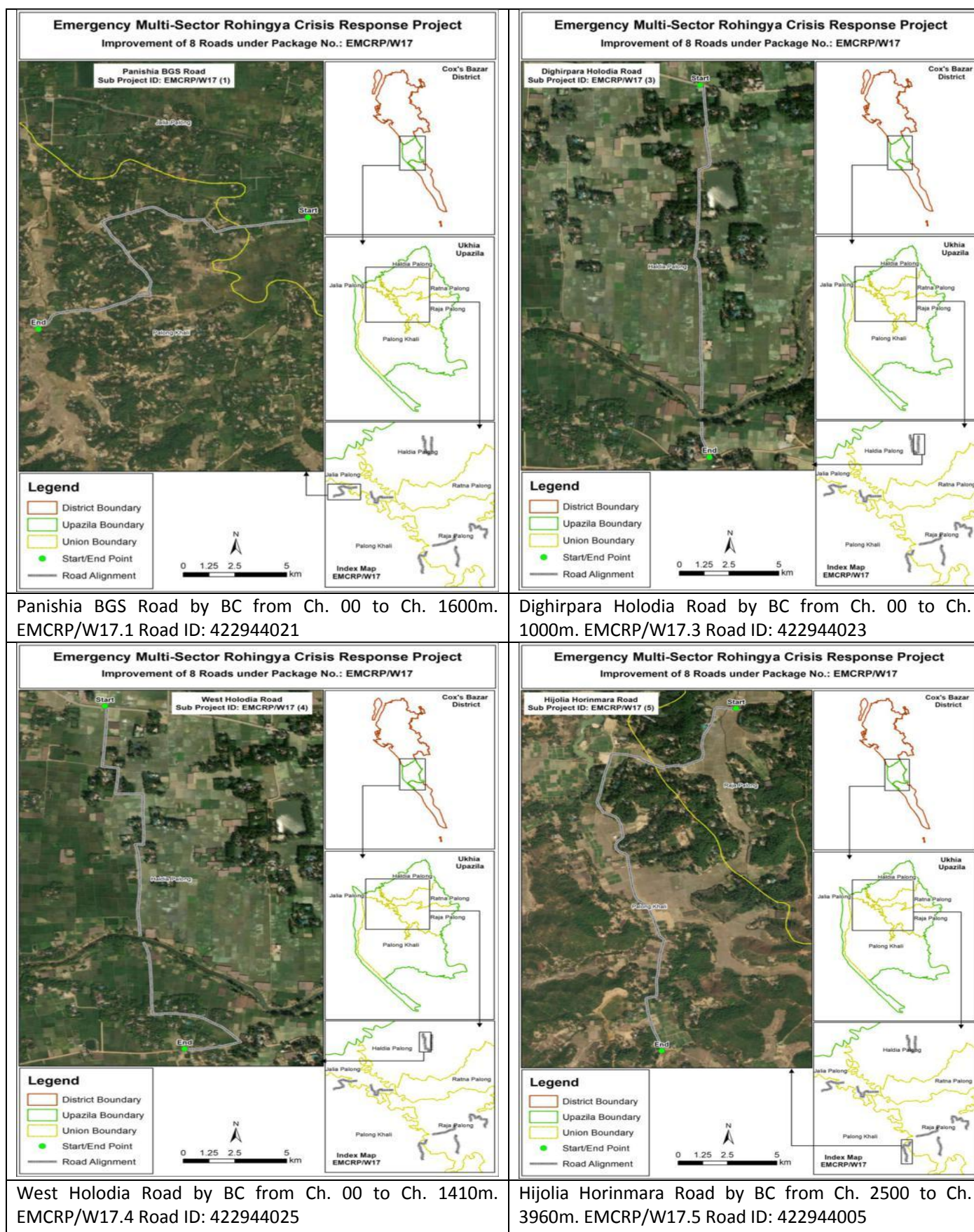
The Project Map and details location of sub-projects are given below;

## 2. Map of Cox's Bazar District with Project Location

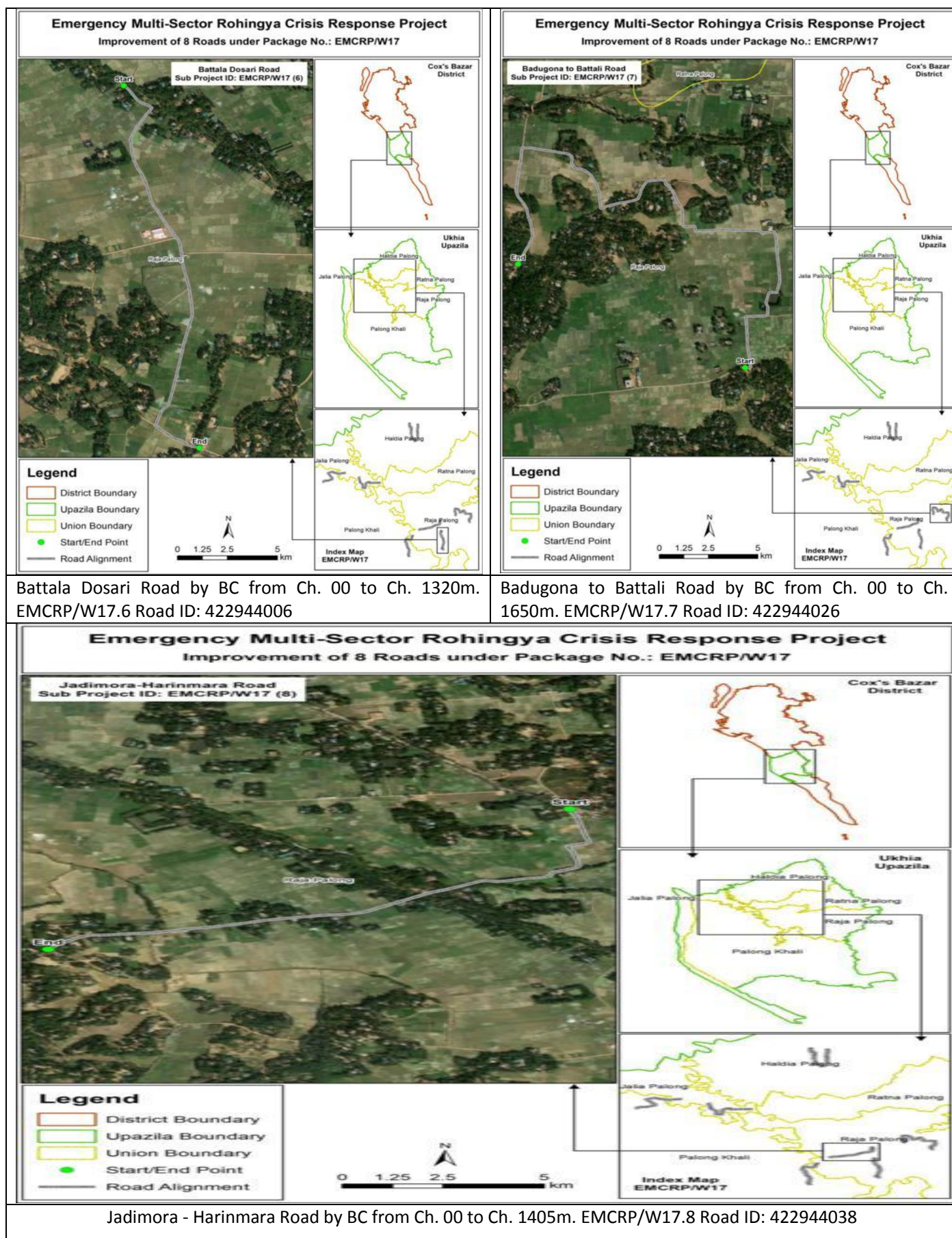




### 3. Map of Sub-Project Location









#### **4. Methodology:**

A team consisting of social and environment Specialists and a design and supervision consultant visited the sub-projects and conducted a focus group discussion (FGD) with relevant stakeholders and participated in formal and informal interactions with the local communities. The Social Development Specialist as well as Project Management Unit (PMU) relevant officials provided necessary technical assistance to the survey team. A structured questionnaire was used to collect necessary primary data relating to population, household, land acquisition requirement, land ownership, losses of land, assets and other internal or external factors. Additional information was gathered through interviews of key informants and most important stakeholder consultation meetings through an FGD approach to capture the communities' opinion and feedback about the sub-projects.

#### **5. Summary of Key Findings:**

##### **5.1 Summary impacts:**

Proposed new roads will be constructed on government land and no land acquisition is required. Proposed road construction will not affect any structures, Community properties or any assets. Existing earthen roads already have 4.9 meter width. So no additional land is required. It is also confirmed that no trees require to cut off or no structures of CRP will be affected. However, due to change of alignment or if any new impacts are identified, mitigation measures will be taken according to RPF and ESMF. Sub-project will not cause any negative livelihood impacts. No tribal people are identified during screening and census survey. No squatters or vendors will be affected by the project.

Even though, we are anticipates and conscious about the possible impact may be occurred during and after improvement and LGED obviously take necessary steps as against the impact and will resolve public issues by working with the community to address the potential impacts as such;

- Businesses and community services (e.g., churches, community centers, and parks) experienced an important impact when they are removed or relocated. This also have a major impact in some communities.
- When the road is open to use then there are many negative impacts also for some residents living near the road which includes increased noise, pollution and safety impacts.
- Rapid changes in the price of necessary goods due to influxes workers. It also leads to abrupt changes to livelihood systems.
- Due to increases male workers local people may face many new diseases.
- Unexpected loss of social and cultural relationship between social groups may hamper.

The social team has been felt that the process of on-going communication and public involvement ultimately aided in streamlining the process by dealing with issues before they became problems.

Overall, the sub-project impact will be positive.

##### **6.1. Existing Scenario of Proposed Roads:**

The sub project does not have any land acquisition or population displacement, as the existing roads will be upgraded and reconstructed. As these roads are situated and being constructed within the host communities, Union Parishad Chairmen, local communities are consulted by several meeting which are reflected in consultation out comes in table-2. During screening, the roads are found empty. Structures, trees, Community properties or any other assets will not be affected by the sub-projects. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

##### **6.2. Construction induced impact issues:**

Since, improvement of the road is being implemented in an existing road alignment and it's a government-owned

land, there is no land acquisition or any kind of relocation needed. However, during improvement of roads, movements of heavy vehicles for carrying construction materials may cause damage of road or assets. If any damages are reported, LGED will hold consultations with union Parishad and local communities along with contractors and Host focal points to take mitigation measures according to ESMF and RPF.

In addition, LGED has been suggested to construction contractors that to avoid damage of rural roads, contractor should be mobilized construction materials along strong paved road or highway then bring it at site by small motorize and non-motorize vehicles or using alternative

### **6.3. Construction Yard and requisition of land (if required):**

The LGED has conducted necessary consultations with stakeholders regarding the construction yard. It has been confirmed that the contractor will use vacant government land as a construction yard during improvement of the roads. In the event that the contractor needs additional land for the construction yard and no government land is available, land can be rented from the private land owners for a certain period. However, if LGED prefer to requisition the land, the following steps will be followed.

For requisition of land for temporary purposes, the Acquisition and Requisition of Immovable Property Act 2017 (ARIPA) is the principal legislation governing eminent domain land acquisition and requisition in Bangladesh. The Act requires compensation to be paid for: (i) vacating the requisitioned property (ii) reoccupying the property upon released from the requisition (iii) damaged the cost to the property during period of requisition including the expenses that may have to be incurred for restoring to the original condition

Under the ARIPA 2017, The Deputy Commissioner (DC) determines the value of the requisitioned assets under section 22(1) and 22(2) with due consultation with the land owners. According to section 22(6), requisition is allowed only for 2 years. If land is required more than 2 years, a new contract is required with the land owners with an agreed compensation rate. Under section 23, DC will pay the compensation to the land owners. If the land requisitioned has standing crops cultivated by a tenant (Bargadar) under a legally constituted written agreement, the law requires that compensation money be paid in cash to the tenants as per the agreement. Under no circumstances, land requisition is not allowed due affecting residential and community properties. However, under section 20, requisition is only allowed for emergency road repairing. Any losses for structures, trees, and business will follow the provisions of ARIPA 2017.

### **6.4. Road Connectivity & Feature Benefit:**

All the proposed roads will be connected with the nearby existing BC road. The main target of re-constructing the RCC/BC/HBB roads are to improve the communication system of rural peoples, so the people of respective territories can move easily from one place to another that will ultimately contribute to improved living standards. Through these roads, existing traffic will be increased, traffic will be diverted from other roads and new traffic will be generated, lives and livelihood of the people of catchment areas will be improved, Important places and institutions will be well connected and student of these periphery able to get easy access, People will enjoy improved connection to local schools, colleges, , other educational institutions and peoples can travel easily to various places such as hat-Bazar, towns, mosques, temple and other important places and can save time and costs. Drop out of school going children's will be reduced due to paved road for easier movement. In addition, the following facilities will be added in this locality as well as national economy;

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related needs goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights
- Reduced pollution and GHG emissions
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious

patients. After development of these road peoples of this locality easily get the transports to move to the hospital without any trouble.

- The social team have been consulted the local peoples regarding direct and indirect employment generation opportunity pattern for both male and female at this area. The team has also focused the feature changes in creation of employment and generation of household income, thus to bring changes in socio-economic conditions of the people, family and society. Also develop level of awareness.
- Poverty Situation in Bangladesh and Poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The Government has extended the scope and allocation of social safety net programmes every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programmes. This project will contribute to ensure approach of social safety net.
- The World Bank has identified job creation as the country's top development priority. To do so, Bangladesh will need to remove the barriers to higher growth posed by low access to reliable and affordable power, poor transportation infrastructure, limited availability of serviced land, uncertain and complex business regulation, rapid urbanization and vulnerability to climate change and natural disasters, among others. These sub projects will contribute to reduce the above barriers.
- Maximizing income-generating opportunities will be created for rural peoples in the project areas, particularly the poor and women, through the construction work as well as maintenance of the improved transport network. In connection that, during the project implementation period it is assuming that changes in employment generation in terms of direct and indirect employment caused by the project intervention.

## 6.5. Impact Mitigation Measures

Apart from the land required for the roads, more land is required for the new road construction sites for establishing temporary facilities, such as contractor labor shed, materials stack yard and store etc. In such cases, the contractor can arrange land for temporary works from outside of the alignment. At the road sites where work will begin soon, LGED will make sure the land is free and available, or the owners are adequately compensated in cases of private land being used, without subjecting them to undue influence or force. PMU will follow up the matter.

In addition, the contractor will make sure walkways are clearly marked with signage as a walkway. All walkways shall be provided with good conditions with ease of movement and adequate space. **See details in Annex-10**

## 6. Consultation:

Consultation involves interaction with relevant stakeholders to inform them about the sub-project's (improvement of the existing roads). Involving stakeholders in the process will ensure that the opinions and concerns of various groups are taken into account to facilitate a smooth execution of projects.

Total 164 numbers participants were attending the consultation meeting shown in table -1. The social safeguard team of EMCPR has conducted a stakeholder consultation meeting at Upazila officer's club auditorium with an active participation of Upazila level government officials, local government and civil society's representative. Twenty One (21) participants (Union Parishad Chairman & Members) and 143 number local stakeholders (Host Communities) were attended the consultation and provided valuable

opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very limited and reluctant to attend in a public consultation due to conservative minded. Category wise participants list with date, summary of consultation/FGD outcomes are mentioned below table 1, 2 & 3;

**Table: 1: Summary of Consultation Meetings/ FGDs participant's number**

No.	Date	Main Participant Groups	No. of Participants	
			Male	Female
1	26/01/2020 & 28/01/2020	Union Parishad Chairman & members)	15	6
2	26/01/2020, 28/01/2020, 29/01/2020 & 30/01/2020	Local Stakeholders (Host Communities)	135	8
Total participants			164	

**Table: 2: Summary of Consultation Outcomes**

Issues	Opinion and questions	Reply from LGED
<b>Compensation</b>	Have any compensation provision if affected any assets by the project?	Yes, if acquired and affected any assets, LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government rules and regulations (ARIPA-2017)
<b>Vulnerable HHHs/severely affected HHHs</b>	Have any Vulnerable HHHs/Severely affected HHHs along the alignment	If vulnerable HHHs are identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHHs members as unskilled labor during construction if they wanted to.
<b>Improvements of local business facilities</b>	Local Business facilities will be increased after road development?	Yes, after road development economic transaction as well as business related communication will increase which will contribute the national economy.
<b>Grievance redress committee</b>	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well grievance management procedures by GRC to resolve sub project related grievances if arise. People can entries their grievances by written in a register book preserved in Upazila Engineering office.
<b>structure</b>	Any structure will affect?	No, structures are identified within the RoW during the screening. However, if any structures are identified affected during implementation, compensation will be paid following the guidelines of RPF.
<b>land</b>	Except RoW any additional land will be required?	Sub project will be implemented existing roads. So, additional will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
<b>livelihood</b>	Livelihood will be hampered?	Livelihood will not be hampered.
<b>CPR</b>	Any Community properties will affect? Or if affected what sort of mitigation measures will take by LGED	Mosque, temple, historical and cultural establishments will not be affected partially or entirely for the sub-project's implementation.
<b>Trees</b>	Any Trees will affect?	Project will avoid cutting any trees. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
<b>Business loss</b>	Any permanent or temporary business will be affected?	During screening, there are no business is identified with the proposed RoW. However, there are few shops outside the proposed RoW. If they are affected during construction, mitigation measures will be taken following the guidelines



Issues	Opinion and questions	Reply from LGED
		of RPF and ESMF.
<b>Wage loss</b>	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for daily local skill and unskilled labour.
<b>Road safety</b>	During construction work accident may occur, have any plan to mitigate these issues.	Yes, Road safety will be maintained strictly. Before start work contractor will arrange a safety related orientation for staff and local community.

**Table: 3: Attendance of local community Consultation as follows (See annex-14-20)**

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied from LGED
				Male	Female	Total		
1	Panishia BGS Road	26/01/2020	Shamsul Alam Trader's Shop in West Pinasia.	19	0	19	<p>The following issues were discussed during the consultation meeting with Community and Institutional stakeholder;</p> <p>1. Who will coordinate with construction work?</p> <p>2. Who will monitor the activities?</p> <p>3. Will ensure Safety issues within construction area?</p> <p>4. Asked about GBV or other harassments.</p> <p>5. Have any scopes to entry any grievances?</p> <p>6. During construction to need additional private land for temporary basis?</p> <p>7. Livelihood of local people will</p>	<p>LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN and D&amp;S Consultants. PMU safeguard team will be responsible for coordination and monitoring the progress of all aspects. Health and safety training shall be ensured to the labors during construction for safety and ensure satisfactory mitigation measures as against any adverse impact. However, female labor force participation is being low; eventually GBV training at the work sites will be ensured before the start of construction work to avoid any conflict or harassment with male workers. Also inform to participants that LGED will implement these sub projects with community participants and have a scope to complain any grievances to UZ level GRC. No land acquisition will be required as road will be constructed on existing alignment, which is entirely government land. Contractors need additional space for keeping construction materials. Local community has agreed to provide space beside the road to keep the construction materials during construction work. No, livelihood of local people will be hampered, contractor need to engage local labor as priority basis during their construction work. Contractors will make sure the temporary divider /partition between construction areas for</p>
2	Dighirpara Holodia Road	28/01/2020	Middle Haludia Bagula Market.	39	1	40		
3	West Holodia Road	28/01/2020	West Haludia female member home.	12	7	19		
4	Hijolia Horinmara Road	28/01/2020	Shop of Syed Alam (Dakkhin Horinmara)	19	0	19		
5	Battala Dosari Road	30/01/2020	Home of freedom fighter Sultan Ahmed.	13	0	13		
6	Badugona to Battali Road	29/01/2020	Battali	17	0	17		
7	Jadimora - Harinmara Road	28/01/2020	Harashia Khalkacha Para	16	0	16		

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied from LGED
				Male	Female	Total		
							be hampered? 8.Road may be Blocked during work.	traffic movement.
<b>Total participants</b>				<b>135</b>	<b>8</b>	<b>143</b>		

**The key outputs of stakeholder consultation meeting are given below:**

- Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding these sub-projects' implementation.
- If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
- If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF.
- Availability of first-aid boxes at the proposed sub-projects site.
- Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
- Avoiding and minimizing adverse social impacts for the site selection, design and construction.
- Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-projects.
- Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
- Ensuring social conflicts and grievance management during construction period.
- Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)
- Ensuring equal wage for female labor including site security and facilities.
- Ensuring that GBV is not occurring at the working site.

UNFPA will provide GBV prevention and response and integrated SRHR services to women and men to ensure that individuals, families, and communities are involved in the delivery of GBV prevention and response services. In response that the project will realize three key deliverables: i) situational analysis and development of a strategy for GBV prevention; ii) GBV response and prevention capacity building and service delivery; and iii) the deployment of adolescent and youth (A&Y) programming for host and FDMN/DRP communities in appropriate spaces considering the sub project design.

## **7. Contractor and Labor Management:**

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractors need to hire skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Based on public consultations it has been reported that women's participation in construction work is very limited. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers.

Contractor's area in each site is a combination of the working area surrounding the construction site, material stacking and storing area, labour shed and the office area. Either whole or a major portion of this area shall be just at the construction site for easily handling the labor. Strict instructions have been given to all the contractors to keep their working areas and stacking areas free of

garbage, debris and wastes, and free of dust for ongoing EMCRP work areas. They have been held responsible to keep all bulk construction materials such as stone chips, sand, steel etc. covered with plastic sheet

## **8. Labor and Contractors Management due to COVID-19:**

Contractors will develop specific procedures or plans so that adequate precautions are in place to prevent or minimize an outbreak of COVID-19, and what should be done if a worker gets sick.

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

**For supporting health facilities**, plans or procedures will be in place to address the following issues:

- Obtaining adequate supplies of medical PPE, including gowns, aprons, curtains; medical masks and respirators (N95 or FFP2); gloves (medical, and heavy duty for cleaners); eye protection (goggles or face screens); hand washing soap and sanitizer; and effective cleaning equipment. Where relevant PPE cannot be obtained, the plan should consider viable alternatives, such as cloth masks, alcohol-based cleansers, hot water for cleaning and extra hand washing facilities, until such time as the supplies are available
- Training medical staff on the latest WHO advice and recommendations on the specifics of COVID-19
- Conducting enhanced cleaning arrangements, including thorough cleaning (using adequate disinfectant) of catering facilities/canteens/food/drink facilities, latrines/toilets/showers, common areas, including door handles, floors and all surfaces that are touched regularly
- Training and providing cleaning staff with adequate PPE when cleaning consultation rooms and facilities used to treat infected patients

Implementing a communication strategy/plan to support regular communication, accessible updates and clear messaging to health workers, regarding the spread of COVID-19 in nearby locations, the latest facts and statistics, and applicable procedures

Most critical social issues are being maintaining at the site during COVID-19 pandemic. With the lockdown imposed by the government with effect from 26th March, 2020, work in all EMCRP packages contractors as

well as workers has been following the below **Site Poster** Illustrating COVID-19 as Precautionary Measures,

**Emergency Multi Sector Rohingya Crisis Response Project**

**PRECAUTIONS TO PREVENT COVID-19**

**করোনা ভাইরাস প্রতিরোধে করণীয়**

**HOW THE CORONA VIRUS SPREADS**

- Through an Infected Person's Sneezing, Coughing and Talking, or
- Touching a Surface or Object that has the Virus on it and then touching own Mouth, Nose or Eyes.



**করোনা ভাইরাস কীভাবে ছড়ায়**

- শ্বাসকোষ ব্যক্তি হাঁচি, কাশি এবং কথা বলার মাধ্যমে, স্পর্শে
- এমন কোনও পৃষ্ঠা বা বস্তু স্পর্শ করে যার উপর ভাইরাস আছে, অন্যদের নিজের মুখ, নাক বা চোখ স্পর্শ করা।

**GOOD HYGIENE PRACTICES TO PREVENT CORONA VIRUS INFECTION**

**করোনা ভাইরাস সংক্রমণ রোধে সঠিক স্বাস্থ্যবিধি অনুশীলন**

**Wash Hands often with Soap and Water for at least 20 seconds. Hand Sanitizer can also be used.**



ঘন ঘন দুই হাত সাবান ও পানি দিয়ে কমপক্ষে ২০ সেকেন্ড যাবত পরিষ্কার করুন। প্রয়োজনে হ্যান্ড স্যানিটাইজার ব্যবহার করতে পারেন।

**Do not spit Mucus or Saliva in Open Places. Avoid touching Nose, Mouth or Eyes with Hands.**



খোলা স্থানে কফ ও পুচ্ছ ফেলবেন না। হাত দিয়ে নাক, মুখ ও চোখ স্পর্শ থেকে বিরত থাকুন।

**Tissue, Napkin or Elbow to cover your Mouth and Nose while Sneezing or Coughing. Throw used Tissue /Napkin in a Covered Bin then Wash Hand.**



হাঁচি - কাশির সময়ে টিস্যু অথবা কাপড় দিয়ে বা বাহুর ভেত্রে নাক - মুখ ঢেকে ফেলুন। ব্যবহৃত টিস্যু ঢাকনামুক্ত ময়লার পাত্রে ফেলুন ও হাত পরিষ্কার করুন।



- > নাক - মুখ ঢাকার মাস্ক ব্যবহার করুন।
- > অন্যদের কাছ থেকে অন্তত তিন ফুট দূরে থাকুন।

- > Use Mask to cover your Mouth and Nose.
- > Keep Distance at least 3 feet from others.

## 9. Traffic Management:

During the construction of roads, alternative roads need to be constructed for ease of movement for pedestrians, vehicle riders and local people. The contractor will provide alternative roads to ensure smooth traffic movement by providing a traffic officer who will use traffic signs during construction work. The cost of alternative way is included in BOQ.



## 10. Monitoring System:

LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team for the collection, collating, analysis and reporting. In addition, the field level team is also responsible to collect and update information of any adverse impact that has occurred during construction. These stakeholders will be responsible for monitoring the progress of all aspects of the project, will identify any significant impacts that are raised and will suggest actions to be taken regarding any adverse impacts. The construction contractor will be deployed a Social Safeguard officer to monitor the field level safe guard activities and will report to the concern persons. Field level data will be collected on a regular basis to check the progress on whether sub projects activities are on track or not.

## 11. Grievance Redress:

The EMCRP has formally formed a grievance redress committee of 07 members consisting of the Upazila Engineers of each of the concerned Upazila. A grievance register is maintaining at each Upazila and communities. Community members are encouraged to present any complaints to Upazila level GRC and women are encouraged to complain at their place of convenience, which are given to the GRC to resolve. In addition, the PMU will be using contact details displayed on the Environmental and Social signboard and details stated in GRC leaflet, which will be disclosed within projects area very soon.

To address host communities' grievances, a four level GRM has established with the support of LGED. Details are given below;

**First level (community and camp level grievance reporting):** The first level and most accessible and immediate contact for the fast resolution of grievances will be on-site at community level. Due to the nature of the project, there will be two grievance reporting procedures.

**Grievance reporting by Host communities:** Grievances may also emerge from host communities primarily due to project activities; these grievances may be reported to the grievance focal point of LGED/D&SC, representative from LGED (Specialist of social safeguard) team. If the grievances are not resolved at this stage, they will be referred to the XEN of LGED for further steps.

The focal person will fully document the following information: (i) name of the person; (ii) date complaint was received; (iii) nature of complaint; (iv) location; and (v) how the complaint was resolved.

**Second level GRM (Camp Level):** All the shelter situated within host community. So, no scope to entry any grievance from DRP communities for shelter construction.

For Host Community (if remain unresolved at local level), Environmental/Social safeguard specialist (Upazila Engineer and PIU, LGED) will raise the matter to Executive Engineer Level Grievance Redress Committee (XEN-GRC) at the office of LGED Cox's Bazar. The safeguard specialist will fully document the following information: (i) name of the person; (ii) date complaint was received; (iii) nature of complaint; (iv) location, and (v) how the complaint was resolved.

**Third level (District level GRC):** If the grievances remain unresolved at LGED Executive Engineer's Office level, the LGED PIU will activate the third level of the GRM by referring the issue (with written documentation) to a Grievance Redress Committee (GRC). Which will, based on review of the grievances, address them in consultation with the DPD & PD and safeguard consultants? A software-based system will be developed to register and follow-up grievance cases. Parallel, manual systems are being following to assure functionality in the initial stages of the project.

**Fourth Level (National Level):** If a grievance remains unsolved at district level, it will be referred to the respected agencies at the national level i.e. MOLGRD&C. LGED will address the referred grievances using their existing

grievances resolution protocols Safeguards focal points of relevant agencies will be responsible for facilitating the resolution process. All the meeting minutes of a particular case (level 1-level 3) must be presented before the hearing. Based on the hearing and supporting document, committee will solve the issues. Moreover, in case of any labor related issues, labors can directly complain to the contractors and contractors are bound to solve the issues immediately by Bangladesh Labor law 2006. Labors of host communities are also allowed to complain to any level directly.

In addition, communities and individuals who believe that they are adversely affected by this World Bank (WB) supported project may submit complaints to existing project-level grievance redress mechanisms or the WB's Grievance Redress Service (GRS). Complaints may be submitted at any time after concerns have been brought directly to the World Bank's attention.

## 12. Positive impacts by the sub-project:

The proposed sub-project implementation will contribute to better socio-economic conditions and will have positive impacts on the quality of life of the local community. The social opportunities that will contribute positive impacts are given below;

- Host communities will be able to get access to improved channels for easy movement.
- Government support system and access will be improved through implementation of the proposed sub-projects.
- Easy movement will be ensured for the vulnerable sections of host community persons and Rohingya people also such as; Older people, PWD (Persons with Disability), Women's and children.
- Improvement of transport system and accessibility of the local community to important institutions such as health centers, education institutions, religious institutions, government offices, local government offices etc.
- Developed road structure with improved access to and out of the project area that will also create effective connectivity to the periphery within the catchment area.
- Vehicle users and users of public transportation will get improved facility for traffic movement due to improved connectivity.
- Increased travel speed and travel quality.
- Farmers will get actual price of their productive commodities.
- Employment opportunity will be created and income of local people will also be enhanced.
- Livelihood will be improved.

## 13. Social Management Plan (SMP)

Based on public consultation, a Social Management Plan identifies the mitigation and management activities that need to be in place in order to eliminate the marginal social impacts or to reduce them to an acceptable level and the process will be continued subsequently. Site-specific mitigation plans are given below;

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none"> <li>• No land acquisition will be required as roads will be constructed on existing alignment which entirely Government canal.</li> <li>• No additional land will be required to construct the roads.</li> <li>• The local community has been agreed upon to provide space beside the road construction site and keeping the construction</li> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>materials during construction work.</p> <ul style="list-style-type: none"> <li>There is no physical asset affected by the intervention of sub-projects/roads. So, we expecting no grievances will be found from the neighboring in the sub projects. If we found any grievance from outside of the sub project, we will consult on emergency basis in order to solve the problem.</li> </ul>			
Loss of livelihood	<ul style="list-style-type: none"> <li>Due to Rohingya influx, host community's daily income reduced severely (Not affected by proposed Sub-project). Contractor need to engage local labor as priority (both skilled and unskilled) at their construction work as good number of unskilled workers would be required.</li> <li>Woman labor should get priority at the time of labor recruitment.</li> <li>During construction work social safeguard compliance should be maintained properly by the contractor.</li> <li>Livelihood will be improved of local community due to created of job opportunity.</li> </ul>	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of Business	<ul style="list-style-type: none"> <li>Cash compensation equivalent to replacement value of business structure (or part of structure) constructed by the DP.</li> </ul>	Pre-Construction stage	PIU & Contractor	Social Team of D&SC and PIU
If residential Households are Affected?	<ul style="list-style-type: none"> <li>Project avoided land acquisition from the beginning if any residential structures of the squatters identified then Project will be compensated for shifting the house in another government vacant land or alternative.</li> </ul>	Pre-Construction stage	PIU & Contractor	
If any squatters are Affected?	<ul style="list-style-type: none"> <li>Project impacts are insignificant. If any squatters are affected then project will pay compensation according to project and World Bank safeguard policies.</li> </ul>	Pre-Construction stage	PIU & Contractor	
Loss of Trees	<ul style="list-style-type: none"> <li>Cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual</li> </ul>			

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>net product market value multiplied by remaining productive years.</p> <ul style="list-style-type: none"> <li>• Cash compensation equivalent to prevailing market price of timber for non-fruit trees.</li> </ul>			
Stakeholders Engagement	<ul style="list-style-type: none"> <li>• All the project stakeholders will be consulted and separate community level consultation meeting to conduct with the potential affected HHs.</li> <li>• All the safeguard documents will be disclosed to all the relevant stakeholders before start construction work.</li> <li>• Local people must be consulted before the start the construction work.</li> <li>• All the stakeholders will be informed about GRM and to be ensured their membership as a member of GRC.</li> </ul>	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of right to access and induced impacts.	<ul style="list-style-type: none"> <li>• In case of unavoidable circumstances, alternative access will be provided.</li> <li>• Mitigation measures will be taken at the satisfactory level after discussed with communities.</li> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Site Preparation: Soil Erosion; Alteration of natural drainage	<ul style="list-style-type: none"> <li>• Construction facilities including material are to be placed at least 30-meter distance from road construction area in order to minimize impacts on water bodies and natural flow paths.</li> <li>• Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided.</li> <li>• Retaining wall need to construct that structure retain (holds back) any material (usually earth) and prevents it from sliding or eroding away.</li> <li>• Ensured diversion / alternative bamboo made road for considering the car movement, bi-cycle, and Rickshaw movement,</li> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC



Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>pedestrian and other transportation etc.</p> <ul style="list-style-type: none"> <li>The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents.</li> </ul>			
Safety Issues and especially COVID-19 affected?	<ul style="list-style-type: none"> <li>An unauthorized person entry to the proposed site should restrict strictly and ensure proper storage and control of hazardous materials on site.</li> <li>Health and safety training should be ensured to the Rohingya labors.</li> <li>All the camp labors to wear ID cards.</li> <li>Child labors are not allowed for any kind of activities.</li> <li>Site(s) shall be secured by fencing and ridge (if needed).</li> <li>Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all workplace equipment.</li> <li>To be ensured immediately testing for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&amp;SC and PMU</li> </ul>	Construction stage	Construction Contractor	
Traffic Management	<ul style="list-style-type: none"> <li>Traffic management plan (TMP) will be developed by construction contractors and it duly approved by relevant authority</li> <li>Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication should be in the TMP where parking lot will be established and how it will be managed.</li> <li>Adequate arrangement should be in TMP for reducing suffering of pedestrians, disabled persons,</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist of PIU and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</p> <ul style="list-style-type: none"> <li>• Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians.</li> <li>• Diversion signs to be planted on access alternative diversion roads to limit vehicle speeds.</li> <li>• Construct properly designed speed ramps on diversion roads</li> <li>• Traffic signs should be both in Bangla and Rohingya language at appropriate places.</li> </ul>			
Increase in diversion road accidents	<ul style="list-style-type: none"> <li>• The contractor will prepare response plan to accidents, it will ensure the victim to receive quick treatment.</li> <li>• The movement of heavy machinery and equipment shall be restricted to diversion or temporary road.</li> <li>• Proper signage to be displayed at diversion.</li> <li>• Road diversions and closures to be informed well in advance to the local community.</li> <li>• Local community will be trained on traffic management and awareness</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist of PIU and D&SC
Quality construction work of the roads	<ul style="list-style-type: none"> <li>• Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant)</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist and D&SC
Safety during construction of the - sub projects.	<ul style="list-style-type: none"> <li>• Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance should be ensured by the contractors.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist of PIU and D&SC
Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> <li>• Construction camps should have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> <li>• Construction activity shall be restricted to daytime as far as possible to avoid noise and sound</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist of

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	pollution.			PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. should be provided by the contractor to the persons working in high-risk areas.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental specialist of PIU and D&SC
Labour Base Camp: Conflicts with the local residents	<ul style="list-style-type: none"> <li>An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp.</li> <li>Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> <li>Treated water will be made available at site for labour drinking purpose.</li> <li>Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD.</li> </ul>	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Health & Safety Risks	<ul style="list-style-type: none"> <li>The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks.</li> <li>Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis.</li> <li>All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>The risk assessment shall be</li> </ul>	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>prepared and communicated prior to the commencement of work for all types of work activities on site.</p> <ul style="list-style-type: none"> <li>• Provide signposted and with adequate lighting for diversion road or temporary road.</li> <li>• Signposts clearly mention any slippery areas of diversion.</li> <li>• Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> <li>• Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm.</li> <li>• Fire extinguishers should be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire.</li> <li>• Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan.</li> <li>• Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems.</li> <li>• Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal.</li> <li>• Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks.</li> <li>• An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements.</li> <li>• First aid kit with adhesive</li> </ul>			

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site.</p> <ul style="list-style-type: none"> <li>• Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills.</li> <li>• Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability etc.), provide the lowest vibration tools that are suitable and can do the works.</li> <li>• Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions.</li> <li>• Regular noise exposure assessments and noise level surveys of noisy areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary.</li> <li>• Awareness training sessions should be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration.</li> <li>• Ensure adequate quantities of drinking water are available at different locations within the site,</li> <li>• Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities.</li> <li>• Ensure that all workers exposed to a risk are aware of the possible dangers. They should be given thorough training in how to protect themselves and there should be effective supervision to ensure that the correct methods are being using.</li> </ul>			

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<ul style="list-style-type: none"> <li>Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures.</li> </ul>			
Traffic Accidents	<ul style="list-style-type: none"> <li>Clear diversion /temporary road markings and signage.</li> <li>Diversion Road design to ensure traffic speed is not hazardous given slopes of the diversion.</li> <li>Recording and reporting of accident incidents to local police station</li> <li>Annual reporting of accident figures to PSC</li> </ul>	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> <li>The safeguard issues and maintenance of the road taken care of by the concerned Union Parishad and Upazila Parishad for sustainability.</li> </ul>	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> <li>LGED expecting that after completion of road traffic movement will be increased, diverted traffic will be generated, lives and livelihood of people will be improved of the catchment area</li> <li>The important places will be well connected</li> <li>People will enjoy improved facility to connecting both side canal local school, college, and other educational institution.</li> </ul>	Operation & Maintenance	Local Government institution	Union Parishad
Health & safety risks to workers & Local community/ DRPs <ul style="list-style-type: none"> <li>Pollution from waste materials</li> <li>Health &amp; Safety risks to workers and local community/ DRPs</li> </ul>	<ul style="list-style-type: none"> <li>The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase.</li> </ul>	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D&SC	LGED and Upazila Parishad

#### 14. Recommendations:

Disclosure of all relevant project construction information during consultation processes with concerned communities is crucial. The involvement of relevant stakeholders in the sub-project's (roads)



implementation process will help to build a sense of belonging within the community. Furthermore, establishing and maintaining an effective Grievance Redress Mechanism (GRM) would enable any affected parties to present their issues and gain equitable solutions to their problems by impartial hearing.

Issues of social safety are important during the construction period. Before starting construction work, the stakeholders to be engaged for the construction of road will undergo a short orientation course (to be organized by the contractor) on necessary awareness, motivation and compliance of their assigned responsibilities properly.

## **15 Conclusions:**

Land acquisition will not be required for improvement of the sub projects. Furthermore, issues of relocation and population displacement are also not expected to arise during the construction of the sub projects. The proposed roads will be implemented on government land within existing Right of Way (RoW) which is sufficient for implementation of the proposed sub projects. A Management Plan has been prepared for mitigation of problems if any arise during the construction period. Additionally, the proposed sub projects are not expected to affect any community/Common property/cultural center /archeological properties. The proposed sub-projects implementation is not expected to generate any significant negative social impacts. Therefore, implementations of the proposed sub-projects are safe and highly recommended.

The social benefits of these sub-projects are diverse. Through the implementation of the sub projects, direct and indirect employment will be generated through the engagement of construction work, which will positively impact the local community. The project will also require a good number of unskilled workers that will also be taken from the local community which also contribute to the local economy. People are expected to introduce modern health facilities for disadvantaged people such as women, PWD (Persons with Disability), children, the elderly, pregnant women and other vulnerable segments of the society. All these factors have incremental value on socio-economic aspects as well as the local economy. Therefore, implementations of the proposed sub-projects are safely and highly recommended.

**Annex-1: At a Glance Key Findings by Social Screening of 07 Sub Project's under package number EMCRP/W.17 (Road Improvement) of LGED**

Sl #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
1	Improvement of Panishia BGS Road by BC from Ch. 00 to Ch. 1600m.	Package No: EMCRP/W17.1 & Road ID: 422944021	BC Road	Ukhiya Upazila in Cox's Bazar district	1.600	Government land	No	No	No	No	No	Done	Recommended for implementation
2	Improvement of Dighirpara Holodia Road by BC from Ch. 00 to Ch. 1000m.	Package No: EMCRP/W17.3 & Road ID: 422944023	BC Road	"Do"	1.000	Government land	No	No	No	No	No	Done	Recommended for implementation
3	Improvement of West Holodia Road by BC from Ch. 00 to Ch. 1410m.	Package No: EMCRP/W17.4 & Road ID: 422944025	BC Road	"Do"	1.410	Government land	No	No	No	No	No	Done	Recommended for implementation
4	Improvement of Hijolia Horinmara Road by BC from Ch. 00 to Ch. 3960m.	Package No: EMCRP/W17.5 & Road ID: 422944005	BC Road	"Do"	3.960	Government land	No	No	No	No	No	Done	Recommended for implementation
5	Improvement of Battala Dosari Road by BC from Ch. 00 to Ch. 1320m.	Package No: EMCRP/W17.6 & Road ID: 422944006	BC Road	"Do"	1.320	Government land	No	No	No	No	No	Done	Recommended for implementation
6	Improvement of Badugona to Battali Road by BC from Ch. 00 to Ch. 1650m.	Package No: EMCRP/W17.7 & Road ID: 422944026	BC Road	"Do"	1.650	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation
7	Improvement of Jadimora - Harinmara Road by BC from Ch. 00 to Ch. 1405m.	Package No: EMCRP/W17.8 & Road ID: 422944038	BC Road	"Do"	1.405	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation

**Description of 17.1, 17.3, 17.4, 17.5, 17.6, 17.7 & 17.8 (According to field visit)**

Sl #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
1	Improvement of Panishia BGS Road by BC from Ch. 00 to Ch. 1600m.	Package No: EMCRP/W17.1 & Road ID: 422944021	Ukhiya Upazila	Latitude Value: 21°16'44" N Longitude Value: 92°04'59" E	Latitude Value: 26°16'26" N Longitude Value: 92°04'22" E	-	1600	26/01/2020	10.00 AM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<b>Upazila official's &amp; Local Government Representatives:</b> <ul style="list-style-type: none"> <li>Due to Rohingya influx, the density of populations has increased which created heavy pressure on existing road structure and created untold miseries to the Host communities. Presently, people of these areas are facing huge traffic jam because of increasing numbers of vehicles of local, national, international agencies as well as Government agencies.</li> </ul>
								26/01/2020	02.05 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
2	Improvement of Dighirpara Holodia Road by BC from Ch. 00 to Ch. 1000m.	Package No: EMCRP/W17.3 & Road ID: 422944023	"Do"	Latitude Value: 21°30'45.78 N Longitude Value: 92°11'53.70 E	Latitude Value: 21°29'56.60 N Longitude Value: 92°11'55.72 E	-	1000	28/01/2020	11.30 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								28/01/2020	01.47 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of West Holodia Road by BC from Ch. 00 to Ch. 1410m.	Package No: EMCRP/W17.4 & Road ID: 422944025	"Do"	Latitude Value: 21°30'52.22' N Longitude Value: 92°11'17.18' E	Latitude Value: 21°29'55.13" N Longitude Value: 92°11'34.84" E	-	1410	28/01/2020	11.30 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<b>Local government Representatives (Union Parishad Chairman &amp; members) :-</b> <ul style="list-style-type: none"> <li>In consultation meeting, UP representatives emphasized on speedy work and smooth implementation of the activities. In addition, they also raised some issues that need to consider by the project Management team with due</li> </ul>
								28/01/2020	04.02 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

SI #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
4	Improvement of Hijolia Horinmara Road by BC from Ch. 00 to Ch. 3960m.	Package No: EMCRP/W17.5 & Road ID: 422944005	"Do"	Latitude Value: 21°24'56.820" N Longitude Value: 92°11'35.532" E	Latitude Value: 21°14'04.9" N Longitude Value: 92°06'41.7" E	-	1460	28/01/2020	10.00 AM	Rajapaloni union Parishad	Local government Representatives (Union Parishad Chairman & members)	<p>importance.</p> <ul style="list-style-type: none"> <li>Upcoming Monsoon may create obstacle and in some cases project activities can slower down. Therefore, EMCRP-LGED need to adopt effective and dynamic strategy to complete the work before Monsoon.</li> <li>Local Government body also confirmed the safeguard team and other stakeholders of the project that no property or belongings of the Households will be affected due to project intervention.</li> </ul>
								28/01/2020	03.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
5	Improvement of Battala Dosari Road by BC from Ch. 00 to Ch. 1320m.	Package No: EMCRP/W17.6 Road ID: 422944006	"Do"	Latitude Value: 21°24'87.638" N Longitude Value: 92°12'55.165" E	Latitude Value: 21°23'86.118" N Longitude Value: 92°12'73.347" E	-	1320	28/01/2020	10.00 AM	Rajapaloni union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								30/01/2020	10.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
6	Improvement of Badugona to Battali Road by BC from Ch. 00 to Ch. 1650m.	Package No: EMCRP/W17.7 Road ID: 422944026	"Do"			-	1650	28/01/2020	10.00 AM	Rajapaloni union Parishad	Local government Representatives (Union Parishad Chairman & members)	<p><b>Local Stakeholders (Host Communities) :-</b></p> <ul style="list-style-type: none"> <li>Host communities are main stakeholders in the project implementation areas. In consultation with Host communities the following aspect came out that shall be addressed properly for the betterment of the project implementation;</li> <li>Existing alignment shall use to improvement of roads.</li> </ul>
								29/01/2020	02.20 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
7	Improvement of Jadimora - Harinmara Road by BC	Package No: EMCRP/W17.8 Road ID: 422944038	Ukhiya Upazila			-	1405	28/01/2020	10.00 AM	Rajapaloni union Parishad	Local government Representatives (Union Parishad	

	from Ch. 00 to Ch. 1405m.										Chairman & members)	<ul style="list-style-type: none"> <li>• Community people are very much eager to see improved road where improved facilities will remain inbuilt.</li> <li>• There is some problem may arise at the time of project implementation but they are very much willing to take these sorts of pain taking efforts.</li> <li>• If arise social tension or undue influence by the vested interest group it will be mitigated in time.</li> <li>• If necessary, they agree to provide land and space for keeping construction materials.</li> </ul>
								28/01/2020	12.37 PM	Sub- Project Area	Local Stakeholders (Host Communities)	



**Crest / Top width of Package of 17.1, 17.3, 17.4, 17.5, 17.6, 17.7 & 17.8 (According to field Visit)**

Sl #	Name of Subproject	Package & ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
1	Improvement of Panishia BGS Road by BC from Ch. 00 to Ch. 1600m.	Package No: EMCRP/W17.1 & Road ID: 422944021	Ukhiya Upazila	0.6	3.7	0.6	4.9	
2	Improvement of Dighirpara Holodia Road by BC from Ch. 00 to Ch. 1000m.	Package No: EMCRP/W17.3 & Road ID: 422944023	Do	0.6	3.7	0.6	4.9	
3	Improvement of West Holodia Road by BC from Ch. 00 to Ch. 1410m.	Package No: EMCRP/W17.4 & Road ID: 422944025	Do	0.6	3.7	0.6	4.9	
4	Improvement of Hijolia Horinmara Road by BC from Ch. 00 to Ch. 3960m.	Package No: EMCRP/W17.5 & Road ID: 422944005	Do	0.6	3.7	0.6	4.9	
5	Improvement of Battala Dosari Road by BC from Ch. 00 to Ch. 1320m.	Package No: EMCRP/W17.6 Road ID: 422944006	Do	0.6	3.7	0.6	4.9	
6	Improvement of Badugona to Battali Road by BC from Ch. 00 to Ch. 1650m.	Package No: EMCRP/W17.7 Road ID: 422944026	Do	0.6	3.7	0.6	4.9	
7	Improvement of Jadimora - Harinmara Road by BC from Ch. 00 to Ch. 1405m.	Package No: EMCRP/W17.8 Road ID: 422944038	Do	0.6	3.7	0.6	4.9	

**Annex-2: Pictures of Existing View & location of 07 Sub-Projects under package number EMCRP/W.17**

	
<p>Panishia BGS Road</p>	<p>Dighirpara Holodia Road</p>
	
<p>West Holodia Road</p>	<p>Hijolia Horinmara Road</p>
	
<p>Battala Dosari Road</p>	<p>Badugona to Battali Road</p>
	
<p>Jadimora - Harinmara Road</p>	

### Annex-3: Social Screening of Panishia BGS Road (Package Number: EMCRP/W17.1)

**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
Social Screening of Sub-Project (Filled Form)

#### Section A: Sub-Project Overview

**Description of sub-project/component interventions:**

Panishia BGS road will be improved by BC from ch.00-ch.1600m. The Sub-Project is categorized as a village road-A. This sub-project improved on existing alignment which situated at Jaliapalong union, Village - West panishia, Ward- 01 under Ukhiya Upazila of Cox's Bazar district. This road starts at Kort bazar-sonarpara road east and ends at west painnashia-chakkata west. At present, Condition of the proposed road is Herring-Bone-Bond (HBB) road. There are 06 (six) number mosque in west paniashi village. Chakkata Panjekhana mosque is at ending point of this proposed road. Shoikot road are so near of the proposed road. A large Number of host community people are benefitted by implementation of the sub-project directly.

**Sub-project Location:**

Proposed road is situated within the catchment area of west Painnashia Village stretching 1600 meters. Proposed safety structures are 8 no. of Cross Drain (Size: .975mmX .975mm), 9 meters of Protection wall from Ch: 268m-277m, 1227 meters of L-Drain at different chainage, 02 numbers of Box Culvert (2.0m x2.0m) at different chainage, 344 meters of Toe wall with 1.5m and 2.0m of height, 9 meters of palisading work. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944021
Package No:	EMCRP/W17.1
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	01
Proposed Chainage	1600m
Road Type	Village Road
Proposed Intervention Type	BC
Distance from Upazila Head quarter	10 km.
Road Starting Point Coordinates	Latitude Value: 21°16'44" N Longitude Value: 92°04'59" E
Road Ending Point Coordinates	Latitude Value: 26°16'26" N Longitude Value: 92°04'22" E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** The proposed sub-project, have no any historical and Archeological structure. So that there is no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed area. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this area but that will be not affected by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

## Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?  <b>Answer:</b> The foreign workers are no need for the remaining period of the project. In construction work approximately 32 skilled and unskilled workforces are expected to be required for the construction work. Among them 6 will be skilled and 26 will be unskilled workforces. There are available unskilled workforces in the project location and some skilled workforces may be hired from the outside of the proposed project.</p> <p>✓ Can the project hire workers from the local workforce?  <b>Answer:</b> The project hired well enough unskilled workers from the local workforce as many as project required. Some skilled workers have there. How to manage is this, it's depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?  <b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. Contractors need to hire some skilled workers from outside to the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <b>Answer:</b> Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?  <b>Answer:</b> The total workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house. But some skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area is near about 10000. Both male and female.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> There are no Rohingya people near the proposed road. The Rohingya camp is so far away. Like 14/15km from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> local and outsiders' people are frequently use this project area. People use this road by passing to connect different important places of Union and Upazila for their daily need. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?  <b>Answer:</b> Daily People use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Around 6000 outsiders are frequency and extent of contact between the local community</p>



	<p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> There are no sensitive environmental conditions that need to be considered by the sub-project during construction phases.</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 01 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

#### Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?				✓		No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?			✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road &



				government relevant department has given their consent to intend the road improvement.
3. Is the ownership status and current usage of land to be required temporary known?	√			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the improvement of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are				

<p>exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?  <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?  <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?  <b>Answer:</b>  There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul> </p>
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.  <b>Answer:</b> The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below; <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodities due road construction.</li> <li>• Transportation system will be easier which will save the time of community people as well as extra hassle.</li> <li>• Local industry will be flourished.</li> <li>• Land value will be increased</li> <li>• Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.</li> <li>• Voter of the people can cast their vote due to improved communication system.</li> <li>• Attendance rate of school going children will be increased as well as enrollment rate.</li> <li>• More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.</li> <li>• The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.</li> <li>• All connecting road and culvert within the catchment area of roads need to construct above flood level standard.</li> </ul> </p>

**Annex-4: Social Screening of Dighir Para Holudia Road (Package Number: EMCRP/W17.3)**

**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
 Social Screening of Sub-Project (Filled Form)

**Section A: Sub-Project Overview****Description of sub-project/component interventions:**

Dighirpara Holudia sub project road will be improved by BC from ch.00-ch.1000m. This sub-project improved on existing alignment which situated at Union - Haldiapalong, Village - Moddhom Holudia, Word - 06 under Ukhiya upazila in Cox's Bazar District. At present, Condition of the proposed road is Earthen road. The road has started from Moddhom Holudia Bagula Market to South side of Mowluvipara. The Rohingya camp is about 15km away from proposed Road. Nasir para, Pollan para, Ghati para, Borua para, Jolarpara, Delpara are around 1/2km away from the proposed road. A large number of and host community people are expected to be benefitted by implementation of the sub-project directly.

**Sub-project Location:**

The Sub-Project is categorized as a village road-A with a proposed design of Bituminous Carpeting through construction of Earth Work. Proposed safety structures are 8 no. of Cross Drain (Size: .975mmX .975mm), 54 meters of Palisading work at different chainage, 82 meters of L-Drain at different chainage, 01 numbers of Box Culvert (2.0m x2.0m) at different chainage, 26 meters of Retention wall and 01 culvert. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944023
Package No:	EMCRP/W17.3
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	06
Proposed Chainage	1000m
Road Type	Village Road - A
Proposed Intervention Type	BC
Distance from Upazila HQ	12km
Road Starting Point Coordinates	Latitude Value: 21°30'45.78" N Longitude Value: 92°11'53.70" E
Road Ending Point Coordinates	Latitude Value: 21°29'56.60" N Longitude Value: 92°11'55.72" E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** The range of Proposed sub-project there is no historical and Archeological structure. That is why there is no question to generate any adverse impact in this regard. The is near the proposed road. Sensitive environmental, cultural, archaeological, religious sites within 1 kilometer of site includes including Salam Company's poultry farm, Shaher kobira Jame Mosque and Talimul Quran Nurani Madrassa(500m), Middle Holudia Bagula Market (10m) to the North. Shabek Rumkha GPS (800m), West holudia GPS (400m) to the West. Middle Holudia Dighirpar Jame Mosque/ madrassa (15m), Mouluvipara Islamia Ibtedayi Madrassa (100m) to the East and Holudia Khal (50m), Mouluvipara Jame Mosque/ Graveyard (100m) to the south. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. There are some mosques and religious institutions in this area but will not be affected by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

## Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?  <b>Answer:</b> There are available and unskilled work forces in the sub-project location. No foreign unskilled workers will be needed for the remaining period of the project. Skilled workforces may be hired from the outside. In construction work approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 5 will be skilled and 15 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?  <b>Answer:</b> Yes, majority portion of workforce will be hired from the local workforces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?  <b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <b>Answer:</b> Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?  <b>Answer:</b> Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house But maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The sizes of local population in the project area are near about 13000. Both male and female. Catchment area Household numbers are 2500.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> There are no Rohingya people near the proposed road. The Rohingya camp is approximate 15km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> In the existing alignment the people use this road to connect different important places of Union and Upazila for daily requirements Outsiders so frequently visited in this project location.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?  <b>Answer:</b> Daily the frequency and extent of contact between the local community and outsiders Around 25000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and</li> </ul>

	surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 1 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

## Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some



				are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, The project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?				

**Answer:** As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.

17: What social risks might affect project or sub-project success?

**Answer:**

There are some social risks might be affected sub-project success;

- Price may be hike of essential commodities in local hat Bazar.
- Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.
- Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.

**Answer:** The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodity's due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.
- The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

## Annex-5: Social Screening of West Holudia Road (Package Number: EMCRP/W17.4)

### Local Government Engineering Department (LGED) Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Social Screening of Sub-Project (Filled Form)

#### Section A: Sub-Project Overview

##### Description of sub-project/component interventions:

West Holudia proposed road will be improved by BC from ch.00-1410m. To improve the road by existing alignment which situated at Union - Haldiapalong, Village - West Holudia, Word - 06 under Ukhiya Upazila in Cox's Bazar District. At present, Condition of the proposed road is Earthen road. This road starts at Moricha-Patabari road north and ends at Moulovipara station south. The Rohingya camp is so far, about 14km. So, no any Rohingya live from proposed Road. All the people have to be benefitted by implementation of the sub-project.

##### Sub-project Location:

The Sub-Project is categorized as a village road-A. Proposed safety structures are 5 no. of Cross Drain (Size: .975mmX .975mm), 67 meters of Protection wall from Ch: 383m-450m, 238 meters of L-Drain at different chainage, 02 numbers of Box Culvert (2.0m x2.0m) at different chainage, 103 meters of Toe wall, 132m RCC Protection wall, 199 meters of palisading work. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944025
Package No:	EMCRP/W17.4
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	06
Proposed Chainage	1410m
Road Type	Village Road - A
Proposed Intervention Type	BC
Distance from Upazila HQ	10km
Road Starting Point Coordinates	Latitude Value: 21°30'52.22" N Longitude Value: 92°11'17.18" E
Road Ending Point Coordinates	Latitude Value: 21°29'55.13" N Longitude Value: 92°11'34.84" E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** West Holudia Primary School near the proposed road. This road can be used to reach Moulovi Para, Ghater Para, Cout Bazar etc. The proposed sub-project, there is no historical and Archeological structure. So there is no generate any question to bad impacts. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this area but will not be affected anyway by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially	✓ How many foreign and local workers will be needed for the remaining

involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>period of the project, with what skill set?</p> <p><b>Answer:</b> There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the project. If contactors have need then some skilled workforces may be hired from the outside. In construction work approximately 30 skilled and unskilled workforces are expected to be required for the construction work. Among them 08 will be skilled and 22 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> The majority portion of workforce will be hired from the local work. There are available skilled and unskilled work forces in the project location.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><b>Answer:</b> Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house But some skilled labor coming from outside so they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area is near about 12000. Both male and female. Household numbers is 2000.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> There is no Rohingya people near the proposed road the Rohingya camp is far away from the project location. Approximate 14km away from the proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> From the observation, the frequency and extent of contact between the local community and outsiders Around 5000 to 8000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic,	<p>✓ Is it likely that the incoming workers and the local community come from</p>

cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 1 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

#### Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to Proposed road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.

4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [ ] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups				

will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.

17: What social risks might affect project or sub-project success?

**Answer:**

There are some social risks might be affected sub-project success;

- Price may be hike of essential commodities in local hat Bazar.
- Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.
- Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.

**Answer:** The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodities due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.
- The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.



## Annex-6: Social Screening of Hijolia Horinmara Road (Package Number: EMCRP/W17.5)

### Local Government Engineering Department (LGED) Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Social Screening of Sub-Project (Filled Form)

#### Section A: Sub-Project Overview

##### Description of sub-project/component interventions:

Hijolia Horinmara proposed road will be improved by BC from ch.2500-3960m. To improve the road by existing alignment which situated at Union - Rajapalong, Village – South Horinmara, Word - 3 under Ukhiya Upazila in Cox's Bazar District. At present, Condition of the proposed road is Earthen road. This road starts at South Horinmara Pitch Road and ends near house of Rahmat Ali's House in South Horinmara. The Rohingya camp is so far, about 6km. So, no any Rohingya live from proposed Road.

##### Sub-project Location:

The Sub-Project is categorized as a village road - A with a proposed design of Bituminous Carpeting through construction of Earth Work. Proposed safety structures are 02 no. of Cross Drain (Size: .975mmX .975mm), 1043 meters of Palisading work at different chainage, 687 meters of L-Drain at different chainage, 02 numbers of Box Culvert (4.5m x3.5m), 35 meters of Toe wall, 94 meters of Retention wall and 101-meter RCC U-drain. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944005
Package No:	EMCRP/W17.5
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	03
Proposed Chainage	1460m
Road Type	Village Road-A
Proposed Intervention Type	BC
Distance from Upazila HQ	03 km
Road Starting Point Coordinates	Latitude Value: 21°24'56.820" N Longitude Value: 92°11'35.532" E
Road Ending Point Coordinates	Latitude Value: 21°14'04.9" N Longitude Value: 92°06'41.7" E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** Within the influence area of the subproject no historical and Archeological sites were identified. Sensitive environmental, cultural, archaeological, religious sites within 1 kilometer of site includes including Horinmara Mosque/ Madrassa (15m), to the West. Apart from these structures no other sensitive environmental, cultural, archaeological, religious sites exists. There are some mosques and religious institutions in this area but will not be affected anyway by the improvement work. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
-------------------------	---------------------

<p>Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?  <b>Answer:</b> There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the project. If contactors have need then some skilled workforces may be hired from the outside. In construction work approximately 45 skilled and unskilled workforces are expected to be required for the construction work. Among them 10 will be skilled and 35 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?  <b>Answer:</b> The majority portion of workforce will be hired from the local work. There are available skilled and unskilled work forces in the project location.</p> <p>✓ What is the size and skill level of the existing local workforce?  <b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <b>Answer:</b> Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?  <b>Answer:</b> Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house But some skilled labor coming from outside so they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
<p>Is the project located in a rural or remote area?</p>	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The sizes of local population in the project area are near about 12000. Both male and female. Household numbers is 2000.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> There is no Rohingya people near the proposed road the Rohingya camp is far away from the project location. Approximate 14km away from the proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.  What is the frequency and extent of contact between the local community and outsiders?  <b>Answer:</b> From the observation, the frequency and extent of contact between the local community and outsiders Around 5000 to 8000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>

Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 1 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

## Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?				✓		No land will be required to Proposed road construction.
2. Is the site for land taking known?			✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?			✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some

				are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?				

**Answer:** As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.

17: What social risks might affect project or sub-project success?

**Answer:**

There are some social risks might be affected sub-project success;

- Price may be hike of essential commodities in local hat Bazar.
- Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.
- Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.

**Answer:** The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodity's due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.
- The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
 Social Screening of Sub-Project (Filled Form)

**Section A: Sub-Project Overview****Description of sub-project/component interventions:**

The Earthen road will be constructed under the proposed sub-project. This road will be improvement by BC road at Bottali to Doshori Road from ch.00-ch.1320m. It will be constructed on existing alignment which situated at Rajapalong union, Village - Khoirati para, Mouja-Rajapalong, Ward no - 03 in Ukhiya Upazila of Cox's Bazar District. The road has started from Khul Khacha para bamboo shako on the left near Sultan Ahmmmed,s house beside Doshori khal to west Hajirpara jame mosque and ends in Maiarkul, Chainkhola and Dhusori connecting point. The Rohingya camp is about 3 km away from proposed Road. There is a mosque named Rahmaniapara Furkania Jame Mosque and a Khoiratipara Nurani Madrasa near the proposed road. A large Number of host community people are expected to be benefitted by implementation of the sub-project directly.

**Sub-project Location:**

Improvement of Battali Doshari Road by BC road from ch.00-ch.1320m. The Sub-Project is categorized as a village road-A with a proposed design of Bituminous Carpeting through construction of Earth Work. Proposed safety structures are 01 no. of Cross Drain (Size: .975mmX .975mm), 131 meters of Toe Wall, 03 numbers of Box Culvert and 54 meters of Retention wall. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944006
Package No:	EMCRP/W17.6
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	03
Proposed Chainage	1320m
Road Type	Village Road - A
Proposed Intervention Type	BC
Distance from Upazila HQ	1.5 km
Road Starting Point Coordinates	Latitude Value: 21°24'87.638" N Longitude Value: 92°12'55.165" E
Road Ending Point Coordinates	Latitude: 21°23'86.118" N Longitude: 92°12'73.347 E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** The proposed sub-project there is no historical and Archeological structure. There is no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. Due to Rohingya influx no elephant has been found last few years. There are 6(Six) mosques 3(Three) madrasa and religious institutions in this area but that will be not affected by the improvement work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned

**Section B: Social Screening**

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?  <b>Answer:</b> No foreign workers will be needed for the remaining period of the project. In construction work approximately 25 skilled and unskilled workforces are expected to be required for the construction work. Among them 05 will be skilled and 20 will be unskilled workforces. There are available unskilled work forces in the project location.</p> <p>✓ Can the project hire workers from the local workforce?  <b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?  <b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <b>Answer:</b> Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?  <b>Answer:</b> Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house But maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area is near about 15000. Both male and female. Man-7400, Women- 7600. Total Household number 2526.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> There is no Rohingya people near the proposed road the Rohingya camp is 03 Km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> People use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?  <b>Answer:</b> Both local community and outsiders are around 8 thousand peoples frequently visits this area daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> There are no sensitive environmental conditions that need to be considering other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p>



	<ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 8 months.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> There are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

#### Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current	✓			This is Government owned land and

usage of land to be required temporary known?				proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> The stakeholders are local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community etc.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> The project objective is very much positive consistent with stakeholders needs interests identified by				

the community consultation and FGD.
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p><b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p><b>Answer:</b></p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> <li>• Little bit conflict may arise between local community and incoming labors.</li> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p><b>Answer:</b> The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodity's due road construction.</li> <li>• Transportation system will be easier which will save the time of community people as well as extra hassle.</li> <li>• Local industry will be flourished.</li> <li>• Land value will be increased</li> <li>• Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.</li> <li>• Voter of the people can cast their vote due to improved communication system.</li> <li>• Attendance rate of school going children will be increased as well as enrollment rate.</li> <li>• More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.</li> <li>• The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.</li> <li>• All connecting road and culvert within the catchment area of road need to construct above flood level standard.</li> </ul>

**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
 Social Screening of Sub-Project (Filled Form)

**Section A: Sub-Project Overview****Description of sub-project/component interventions:**

The Earthen road will be improvement by the BC road at Boddaghona to Bottoli Road from ch.00-ch.1650m. This road constructed on existing alignment which situated at Rajapalong union, Village - Moddham Shikder Bill ward - 05 in Ukhiya Upazila of Cox's Bazar District. The road has started from near Zahed Ullah's shop Moddham Sikder Bill and ends in Bottoli – Jamtoli road. Sensitive cultural, archaeological, religious sites within 1 kilometer of site includes including Rubber Dam (500m), Sikder Bill Jame Mosque (1km), Moullovipara Jame Mosque(1km), Sikder Bill GPS (500m) to the North. Upazila Health Complex (500m) to the West. Madrassa tun Nur (500m) to the East. Jamtoli Tahfizul Quran Hafizia Madrassa (30m), Fire Service Office (200m) to the South. The Rohingya camp is about 07 km away from this road.

**Sub-project Location:**

Proposed road is situated within the catchment area of Modhom Shikder Beel in Rajapalong union stretching 1650 meters. The Sub-Project is categorized as a village road-A with a proposed design of Bituminous Carpeting through construction of Earth Work. Proposed safety structures are 05 no. of Cross Drain (Size: .975mmX .975mm), 151 meters of Toe Wall, 04 numbers of Box Culvert, 262 meters of palisading wall, 96 meters of L-drain, 17 meters of RCC U-drain and 10 meters of Retention wall. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944026
Package No:	EMCRP/W17.7
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	05
Proposed Chainage	1650m
Road Type	Village Road-A
Proposed Intervention Type	BC
Distance from Upazila HQ	1.5 km
Road Starting Point Coordinates	Latitude Value: 21°25'29.069'' N Longitude Value: 92°13'84.689'' E
Road Ending Point Coordinates	Latitude Value: 21°23'86.118'' N Longitude Value: 92°12'73.347'' E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** This proposed road is at present brick soling. Some places are broken and some place are narrow. There is no Historical and Archeological structure. That's why there is no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. No elephant has been found last few years. There are some mosques and religious institutions in this area but not affected by the construction work.

**Section B: Social Screening**

Key Screening questions	Aspects to Consider
Will the project potentially	✓ How many foreign and local workers will be needed for the remaining

<p>involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>period of the project, with what skill set?</p> <p><b>Answer:</b> An available skilled unskilled both workers in the project area, maybe some skilled workforce hired from the outside of the proposed project. Approximately 35 skilled and unskilled workforces are required for this work. 10 are skilled and 25 are unskilled workers.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> All most Major presents of worker will be hired from the local workforce. Skilled and unskilled workers are available in this project area. Local community peoples informed that skilled workers are 40% and unskilled are as need as required by the contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><b>Answer:</b> Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
<p>Is the project located in a rural or remote area?</p>	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area is near about 7000. Male-3400 and female-3600</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> There are no Rohingya people near the proposed area. The Rohingya camp is near about 07km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places. So, outsiders are always frequently visited this area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> Daily around 2500 to 3500 peoples are frequency and extent of contact between the local community and outsiders.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
<p>Based on the socioeconomic, cultural, religious and</p>	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p>

demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 2 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

#### Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed road construction.
2. Is the site for land taking known?	✓			The road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.



4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [ ] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, The project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups				

will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.

17: What social risks might affect project or sub-project success?

**Answer:**

There are some social risks might be affected sub-project success;

- Price may be hike of essential commodities in local hat Bazar.
- Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.
- Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.

**Answer:** The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodity's due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.
- The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

**Annex-9: Social Screening of Jadimora - Harinmara Road (Package Number: EMCRP/W17.8)**

**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
Social Screening of Sub-Project (Filled Form)

**Section A: Sub-Project Overview****Description of sub-project/component interventions:**

Jadimora - Harinmara Road will be improved by BC from ch.00-ch.1405m. The Sub-Project is categorized as a village road-A. This sub-project improved on existing alignment which situated at Rajapalong union, Village – Jadomora, Ward- 01 under Ukhia Upazila of Cox's Bazar district. This Road starts at Jadimura Arakan Road and ends at at Horinmara near Horinmara GPS. At present, Condition of the proposed road is Herring-Bone-Bond (HBB) and earthen road. Majority of the surrounding space of this intervention is covered with homestead gardens and agriculture fields. The road is mostly in plain land. A large Number of host community people are benefitted by implementation of the sub-project directly.

**Sub-project Location:**

Proposed road is situated within the catchment area of Jadimora in Rajapalong union stretching 1405 meters. The Sub-Project is categorized as a village road-A with a proposed design of Bituminous Carpeting through construction of Earth Work. Proposed safety structures are 01 no. of Cross Drain (Size: .975mmX .975mm), 77 meters of Toe Wall, 02 numbers of Box Culvert, 105 meters of palisading wall, and 158 meters of Retention wall. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944038
Package No:	EMCRP/W17.8
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	01
Proposed Chainage	1405m
Road Type	Village Road - A
Proposed Intervention Type	BC
Distance from Upazila Head quarter	1.8 km
Road Starting Point Coordinates	Latitude Value: 21°25'44.91" N Longitude Value: 92°11'25.251" E
Road Ending Point Coordinates	Latitude Value: 21°24'86.607" N Longitude Value: 92°11'58.123" E
Land ownership	Government Land

**Expected construction period:** 270 (Two hundred Seventy) days.

**Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:**

**Answer:** The proposed sub-project, have no any historical and Archeological structure. So that there is no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed area. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this area but that will be not affected by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

## Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> The foreign workers are no need for the remaining period of the project. In construction work approximately 30 skilled and unskilled workforces are expected to be required for the construction work. Among them 7 will be skilled and 23 will be unskilled workforces. There are available unskilled workforces in the project location and some skilled workforces may be hired from the outside of the proposed project.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> The project hired well enough unskilled workers from the local workforce as many as project required. Some skilled workers have there. How to manage is this, it's depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. Contractors need to hire some skilled workers from outside to the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><b>Answer:</b> The total workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house. But some skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area is near about 10000. Both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> There are no Rohingya people near the proposed road. The Rohingya camp is so far away. Like 14/15km from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> local and outsiders' people are frequently use this project area. People use this road by passing to connect different important places of Union and Upazila for their daily need. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> Daily People use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Around 6000 outsiders are frequency and extent of contact between the local community</p>

	<p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> There are no sensitive environmental conditions that need to be considered by the sub-project during construction phases.</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 01 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Movement problem for vehicle</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

#### Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			✓			No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?	✓					BC road will be constructed on existing alignment. Meanwhile, Local community,

				Union council, people of both side of road & government relevant department has given their consent to intend the road improvement.
3. Is the ownership status and current usage of land to be required temporary known?	√			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the improvement of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [V] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the				

<p>proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?  <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?  <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?  <b>Answer:</b>  There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.  <b>Answer:</b> The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodities due road construction.</li> <li>• Transportation system will be easier which will save the time of community people as well as extra hassle.</li> <li>• Local industry will be flourished.</li> <li>• Land value will be increased</li> <li>• Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.</li> <li>• Voter of the people can cast their vote due to improved communication system.</li> <li>• Attendance rate of school going children will be increased as well as enrollment rate.</li> <li>• More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. They will be able to go in the cyclone shelter in order better facilities.</li> <li>• The attendance informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.</li> <li>• All connecting road and culvert within the catchment area of road need to construct above flood level standard.</li> </ul>



## Annex-10: Screening Findings and Mitigation Measures

Mitigation measures need to be proposed in referenced to ESMP Guidelines relevant to the type of the sub-project, proposed in Section 8.3 of ESMF. Accordingly, we have completed the task followed by FGD and public consultation for the sub projects. Those are given below;

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1: Sub-Project Interventions	BC roads will be constructed on existing government alignment under Ukhiya Upazila in Cox’s Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none"><li>No land acquisition will be required as road will be constructed on existing alignment, which is entirely Government land.</li><li>No Households will be affected by the intervention of sub-projects. If we found any grievance from the neighboring household, we will consult on emergency basis in order to solve the problem by project GRC.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Number of Complaints</li><li>✓ Check Grievance register</li><li>✓ Resolutions against the grievances</li></ul>	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none"><li>No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.</li><li>Code of conduct required for the local labours and outside labours.</li><li>During construction work, social safeguard compliance will be maintained properly by the contractor.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Labor wages payroll</li><li>✓ Interview with labour</li><li>✓ Frequent visit by D&amp;SC and PIU personnel</li><li>✓ Copy of code of conduct</li></ul>	Weekly basis
	Site Selection & implementing interventions: Human-elephant conflict	No adverse impact may be generated	<ul style="list-style-type: none"><li>Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Check sub-project Map</li><li>✓ Checking IUCN report</li><li>✓ Documents check and an Interview of Elephants response</li></ul>	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
					team	
	Loss of right to access	No adverse impact will be generated	<ul style="list-style-type: none"> <li>In case of unavoidable circumstances, alternative access will be provided.</li> </ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"> <li>✓ Physical verification</li> <li>✓ Picture of alternative way</li> </ul>	Monthly basis
	Avoidance and minimize socially sensitive area	No adverse impact will be generated	Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values.	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Visit to socially sensitive area</li> <li>✓ Interaction with local community</li> </ul>	Monthly basis
	Safety Issues	Low impact may be generated	<ul style="list-style-type: none"> <li>Unauthorized person entry to the proposed site shall be restricted</li> <li>Proper storage and control of hazardous materials on site</li> <li>Health and safety training to the all labors.</li> <li>All the host labors to wear ID cards</li> <li>Child labors are not allowed for any form of activities</li> <li>Site(s) shall be secured by fencing and manned at entry points</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Labor host and storage shed of hazardous materials on site</li> <li>✓ Training register</li> <li>✓ ID card of labor</li> <li>✓ Fencing, entry and exit point</li> </ul>	Monthly basis
	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> <li>Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED.</li> <li>Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific instructions will be in the TMP such as where the parking lot will be established and how it will be managed.</li> <li>Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</li> <li>Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians.</li> <li>Adequate road signs to be planted on access roads to limit</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ TMP &amp; TCP available in place</li> <li>✓ Interview of pedestrians and vehicle riders</li> <li>✓ Signpost, signage, signboard, billboard, leaflet etc.</li> <li>✓ Report of awareness raising event on traffic management</li> <li>✓ Physical visit of divert roads</li> <li>✓ Traffic sign both</li> </ul>	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			vehicular speeds. <ul style="list-style-type: none"> <li>Construct properly designed speed ramps on access roads</li> <li>Traffic signs will be in both Bangla and English language at appropriate places</li> </ul>		Bangla and English language	
	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> <li>The movement of heavy machinery and equipment shall be restricted to defined routes.</li> <li>Proper signage to be displayed at major junctions.</li> <li>Road diversions and closures to be informed well in advance to the local community.</li> <li>The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, hosts identified along designated vehicular transportation routes.</li> </ul>	Construction Contractor	✓ No. of Accidents took place at construction site ✓ Police and Hospital Record ✓ Local witness ✓ Complaint register	Monthly basis
3: Construction Phase	Temporary partition between construction places and neighboring HHs	Low impact may be generated	<ul style="list-style-type: none"> <li>Contractor will make sure the temporary divider/partition between improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered.</li> </ul>	Construction Contractor	✓ Visiting the sub-project site ✓ Picture of divider/partition	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> <li>Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors.</li> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal protective equipment (PPE)	Fortnightly basis
	Drinking water and sanitation facility for male and female	Low impact may be generated	Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male & female separately.	Construction Contractor and Monitored by Consultant of	✓ Check tube well ✓ Water quality test randomly ✓ Check sanitation	Weekly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	workers			PIU and D&SC	facilities ✓ Check bathing places	
	Noise from construction works	Low impact may be generated	Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.	Construction Contractor and Monitored by Consultant of PIU and D&SC	✓ Physical visit ✓ Interview with local people	Weekly basis
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken.</li> <li>✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up.</li> <li>✓ Local community must be consulted by discloser before start any construction works.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Approval letter/ Consent letter of Local Representative or concern authority</li> <li>✓ Grievance register and its resolutions</li> <li>✓ Proceedings of Consultations with local community</li> </ul>	On weekly or fortnightly basis
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host.</li> <li>✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> <li>✓ Anti-social activities strictly prohibited</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Checking use of resources by labor</li> <li>✓ Document checking of awareness building activities</li> <li>✓ Physical Checking</li> <li>✓ Grievance register</li> <li>✓ Interview with local community</li> </ul>	Daily site visit
	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ Exposure to health events during road improvement activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent</li> </ul>	Construction Contractor and Monitored by	<ul style="list-style-type: none"> <li>✓ Regular site visit</li> <li>✓ List of materials such as; Fire distinguisher,</li> </ul>	Daily site visit/inspection.

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			<p>hearing loss, heat stress, and dermatitis:</p> <ul style="list-style-type: none"> <li>✓ All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>✓ Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting.</li> <li>✓ Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas.</li> <li>✓ Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> <li>✓ Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems.</li> <li>✓ First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site.</li> <li>✓ Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures before start construction work.</li> </ul>	Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ first Aid box.</li> <li>✓ Fitness certificate of equipment provided concern Authority.</li> <li>✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures</li> <li>✓ List of Personnel equipment materials</li> <li>✓ Training document checking</li> <li>✓ Contractor will be ensured to PMO whether they have recruited SSO &amp; validation of documents.</li> </ul>	
	Traffic Accidents	Low impact may be generated during construction even some times after construction	<ul style="list-style-type: none"> <li>✓ Clear road markings</li> <li>✓ Road design to ensure traffic speed is not hazardous given slopes and bends</li> <li>✓ Recording and reporting of accident incidents to local police station</li> <li>✓ Annual reporting of accident figures to PSC</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ No. of accident took place</li> <li>✓ Marking and signage of road</li> <li>✓ Record of police station and PSC</li> <li>✓ Newspaper</li> </ul>	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
4: Operational Phase	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	Low impact may be generated during construction even some times after construction	<ul style="list-style-type: none"> <li>✓ Ensure preventative maintenance schedule is followed.</li> <li>✓ Regular inspections of potential leaking points.</li> </ul>	Union council, Upazila Parishad	<ul style="list-style-type: none"> <li>✓ Number of complaints received</li> <li>✓ Check maintenance cost</li> <li>✓ Physical verification and site visit</li> </ul>	Quarterly basis

\*Overall Impact Score: **High** = Likely to cause long-term E&S impacts; **Medium** = Likely to cause temporary impacts; **Low** = Likely to cause little, short-term impacts

## **Annex: 11: At a Glance Public Consultation of 7 sub-projects under Package- W-17**

### **1. Project Stakeholders:**

Local community, traders, transport owner and workers and general people on both sides of the road, students and guardians of the schools, religious leader, parent, teachers and, Implementing agencies and their agencies, labors, CBO, local elected representative, local administration, LGED, DoE, BFD and local and international NGOs working with community.

### **2. Methodology:**

Adoption of appropriate methodology plays a very crucial role to prepare the social screening of sub-projects. Participatory process has been followed to conduct social screening. Participatory public consultation has been conducted at each and every sub-project level with the participation of community people, teachers, local elites, CSO members, and local elected representatives. There are some PRA tools that are used for collecting data such as; FGD, key informant interviews, social screening form (SSF). In public consultation meetings that are held at sub-projects level, project beneficiaries and stakeholders have been properly informed about project related information. In addition, effective mitigation measures have also been reflected in SMP

### **3. Issues Raised by the Participants:**

The following feedback, suggestions and recommendations came out from the participants:

- ✓ At the time of improvement work, pedestrians may face difficulties to improvement works, which need to be adequately addressed.
- ✓ Temporary fencing, barriers, barricade, detours and traffic sign will be given in appropriate places.
- ✓ Alternative pathways need to be constructed for smooth movement of the people.
- ✓ Local people shall get adequate attention from the contractor and project authority.
- ✓ Quality of improvement work shall be properly ensured.
- ✓ Security guards will be appointed from the local workforces.
- ✓ During improvement of the road, vulnerable section shall be given due importance.
- ✓ Local labor shall get priority in road improvement work.

### **4. Feedback, Suggestions and recommendations of the participants:**

The following feedback, suggestions and recommendations came out from the participants:

- ✓ The FGD results confirmed that the decision of road re-construction will improve the movement of the local communities
- ✓ Traffic movement will be faster
- ✓ Transport cost of the local people will be reduced
- ✓ Time saving
- ✓ Traffic will be generated, which will increase the economic value of the road as against the investment cost. Employment opportunity will be increased.
- ✓ Security of the communities will be improved as they will have improved access to institutions.
- ✓ Farmers and producers of the catchment area will get fair price of their commodities due to road re-construction.
- ✓ Transportation system will be easier, which will save the time and effort of community people



- ✓ Local industry will flourish
- ✓ Land value will be increased
- ✓ Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- ✓ Voter of the people can cast their vote due to improved communication system.
- ✓ Attendance rate and enrollment rate of school-going children will be increased
- ✓ More than half of the total participants reported that they used to stay in their houses mostly during disasters due to backdated communication systems but after improvement of road these types of issues will be improved.
- ✓ The participants explained that there are some connecting roads which need to be improved. They also urged that it would be beneficial if connecting roads are constructed one at a time.
- ✓ All connecting roads and culverts within the existing alignment need to be constructed above flood level standard.

## **5. Conclusion:**

In conclusion, it can be clearly determined that the sub-project will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment areas people. Particularly, poorer and vulnerable segments of the society will benefit the most from these sub-projects.

**Annex: 12: Photographs of Consultation Meeting with Stakeholders of 07 Sub Project's under package number EMCRP/W17, LGED**



**Panishia BGS Road**



**Dighirpara Holodia Road**



**West Holodia Road**



**Hijolia Horinmara Road**



**Battala Dosari Road**



**Badugona to Battali Road**



**Jadimora - Harinmara Road**



**Annex 13: Photographs of 07 Sub Project's Present Condition under package number EMCRP/W17, LGED**



Panishia BGS Road



Dighirpara Holodia Road



West Holodia Road



Hijolia Horinmara Road





Battala Dosari Road



Badugona to Battali Road



Jadimora - Harinmara Road

**Annex-14-20: List of Participants Attended in a Consultation Meeting of 07 Sub-Projects under package number EMCRP/W.17**

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List

Time: 02:45 PM ..... Date: 26/01/2020

COMMUNICATION AND PARTICIPATION PROGRAMME  
FOCUS GROUP DISCUSSION

**ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রকল্পে (ই এম সি আর পি)**

কলকাতা-৩২ লাইসেন্সিং বিজ্ঞান প্রকল্প  
১৭ নং বিজ্ঞান প্রকল্প লাইসেন্সিং লাইসেন্স প্রকল্পে ১৭ নং বিজ্ঞান প্রকল্পে  
৩২ নং

ফর্মের জাতিগত নাম  
ইউনিট  
ইনস্ট্রাক্টর  
৩২ নং

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স):

ক্র.সং.	নাম	বয়স	লিঙ্গ	বাসস্থান
১.	শ্রী: অমল্য রায়	৩২	পুরুষ	পাথুরা গাংলা, খানাবা
২.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
৩.	শ্রী: অমল্য রায়	২৯	পুরুষ	পাথুরা
৪.	শ্রী: অমল্য রায়	২৮	পুরুষ	পাথুরা
৫.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
৬.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
৭.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
৮.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
৯.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১০.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১১.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১২.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৩.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৪.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৫.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৬.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৭.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৮.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
১৯.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা
২০.	শ্রী: অমল্য রায়	৩০	পুরুষ	পাথুরা



**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List**

Time: 01:47 PM.....

Date: 28/11/2020

**COMMUNICATION AND PARTICIPATION PROGRAMME**

**FOCUS GROUP DISCUSSION**

**ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রক্টেবল (ই এম সি আর পি)**

কনসাল্টেট নাম: দিতিতলাঙ্গ ২২ ফিল্ড অফিস  
কনসাল্টেটের স্থান: পূর্ববঙ্গ ইন্টারন্যাশনাল স্কুল

ইমার্জেন্সি হুমুদিয়েগানার  
কনসাল্টেট: রোহিঙ্গা  
ইমার্জেন্সি: উন্নয়ন  
কনসাল্টেট: অফিস

কনসাল্টেটের নাম: (পূর্ববঙ্গ ইন্টারন্যাশনাল স্কুল)

ক্রমিক নং	নাম	বয়স	পেশা	জেন্ডার	স্বাক্ষর
১	কামাল হোসেন	৩৩	লোকাল	মহিলা	স্বাক্ষর
২	চাহিদা হোসেন	২২	লোকাল	মহিলা	স্বাক্ষর
৩	কাজীম হোসেন	২২	মহিলা	মহিলা	স্বাক্ষর
৪	কাজীম হোসেন	৩০	মহিলা	মহিলা	স্বাক্ষর
৫	কাজীম হোসেন	৩৩	মহিলা	মহিলা	স্বাক্ষর
৬	কাজীম হোসেন	২৫	মহিলা	মহিলা	স্বাক্ষর
৭	কাজীম হোসেন	২২	মহিলা	মহিলা	স্বাক্ষর
৮	কাজীম হোসেন	২২	মহিলা	মহিলা	স্বাক্ষর
৯	কাজীম হোসেন	২০	মহিলা	মহিলা	স্বাক্ষর
১০	কাজীম হোসেন	৩৫	মহিলা	মহিলা	স্বাক্ষর
১১	কাজীম হোসেন	৩৫	মহিলা	মহিলা	স্বাক্ষর
১২	কাজীম হোসেন	৩৫	মহিলা	মহিলা	স্বাক্ষর
১৩	কাজীম হোসেন	৩৫	মহিলা	মহিলা	স্বাক্ষর
১৪	কাজীম হোসেন	২৫	মহিলা	মহিলা	স্বাক্ষর
১৫	কাজীম হোসেন	২৫	মহিলা	মহিলা	স্বাক্ষর
১৬	কাজীম হোসেন	২৫	মহিলা	মহিলা	স্বাক্ষর
১৭	কাজীম হোসেন	২০	মহিলা	মহিলা	স্বাক্ষর
১৮	কাজীম হোসেন	২২	মহিলা	মহিলা	স্বাক্ষর
১৯	কাজীম হোসেন	২০	মহিলা	মহিলা	স্বাক্ষর
২০	কাজীম হোসেন	৩০	মহিলা	মহিলা	স্বাক্ষর

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List

Time: ০১:৪২PM.....

Date: 28/01/2010

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রক্টে (ই এম সি আর পি)

প্রকল্প নাম: মিরির লক্ষ্য প্রকল্প  
কো-অর্ডিনেটর: মিস্টার সুবিনী হাশিম

ইমার্জেন্সি মাল্টি সেক্টর  
প্রকল্প নাম: মিরির লক্ষ্য  
কো-অর্ডিনেটর: মিস্টার সুবিনী হাশিম

আয়োজক সংস্থা: (নাম ও ঠিকানা)

ক্রমিক সং.	নাম	বয়স	পেশা	জাতীয়তা	পিতা
১০	আব্দুল হাকিম	৪৫	ফিল্ড	মহিলা	হাকিম
১১	আব্দুল হাকিম	৫৫	৫	৫	হাকিম
১২	আব্দুল হাকিম	৬০	৫	৫	হাকিম
১৩	আব্দুল হাকিম	৬০	৫	৫	হাকিম
১৪	আব্দুল হাকিম	৪৫	৫	৫	হাকিম
১৫	আব্দুল হাকিম	২৫	৫	৫	হাকিম
১৬	আব্দুল হাকিম	২০	৫	৫	হাকিম
১৭	আব্দুল হাকিম	২৫	৫	৫	হাকিম
১৮	আব্দুল হাকিম	৩০	৫	৫	হাকিম
১৯	আব্দুল হাকিম	৩৫	৫	৫	হাকিম
২০	আব্দুল হাকিম	৪০	৫	৫	হাকিম
২১	আব্দুল হাকিম	৪৫	৫	৫	হাকিম
২২	আব্দুল হাকিম	৫০	৫	৫	হাকিম
২৩	আব্দুল হাকিম	৫৫	৫	৫	হাকিম
২৪	আব্দুল হাকিম	৬০	৫	৫	হাকিম
২৫	আব্দুল হাকিম	৬৫	৫	৫	হাকিম
২৬	আব্দুল হাকিম	৭০	৫	৫	হাকিম
২৭	আব্দুল হাকিম	৭৫	৫	৫	হাকিম
২৮	আব্দুল হাকিম	৮০	৫	৫	হাকিম
২৯	আব্দুল হাকিম	৮৫	৫	৫	হাকিম
৩০	আব্দুল হাকিম	৯০	৫	৫	হাকিম



**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List**

Time: ০৭:০০-১২:০০.....

Date: 28/01/2010

**COMMUNICATION AND PARTICIPATION PROGRAMME**

**FOCUS GROUP DISCUSSION**

ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রকজেক্ট (ই এম সি আর পি)

কমিটি সভা: পশ্চিম হুন্দিয়া গ্রন্থক  
১৪ জানুয়ারি ২০১০ পশ্চিম হুন্দিয়া গ্রন্থক মেম্বারের সারা

হাজির: হুন্দিয়া গ্রন্থক  
আমন্ত্রণ: আমন্ত্রণ  
উপস্থিত: উন্নিয়  
অন্য: কল্যাণ

আমন্ত্রণকারীদের হাজির (পরিচয় ও বয়স)

ক্রমিক সং	নাম	বয়স	পুরুষ/মহিলা	জাতি	বাসস্থান
০১	মো: আলি আব্দুল্লাহ	৩৭	পুরুষ	মুন্দিয়া হুন্দিয়া	আলি আব্দুল্লাহ
০২	মো: আমান উদ্দিন	২২	১১	১১	মুন্দিয়া হুন্দিয়া
০৩	মো: আমান উদ্দিন	২৩	১১	১১	কামাল হুন্দিয়া
০৪	মো: আলি আব্দুল্লাহ	৬৩	১১	১১	মুন্দিয়া হুন্দিয়া
০৫	মো: আব্দুল গণ্ডু	৪০	১১	১১	মুন্দিয়া হুন্দিয়া
০৬	মো: আব্দুল আলম	৫০	১১	১১	আলম
০৭	মো: আব্দুল আলম	৬০	১১	১১	আব্দুল আলম
০৮	মো: আব্দুল আলম	৬৫	১১	১১	আব্দুল আলম
০৯	মো: আব্দুল আলম	৬২	১১	১১	আব্দুল আলম
১০	মো: আব্দুল আলম	৪০	১১	১১	আব্দুল আলম
১১	মো: আব্দুল আলম	৪৮	১১	১১	আব্দুল আলম
১২	মো: আব্দুল আলম	৪৫	১১	১১	আব্দুল আলম
১৩	মো: আব্দুল আলম	৬১	মুন্দিয়া	১১	মুন্দিয়া হুন্দিয়া
১৪	মো: আব্দুল আলম	৬০	১১	১১	মুন্দিয়া হুন্দিয়া
১৫	মো: আব্দুল আলম	৫০	১১	১১	মুন্দিয়া হুন্দিয়া
১৬	মো: আব্দুল আলম	৪০	১১	১১	মুন্দিয়া হুন্দিয়া
১৭	মো: আব্দুল আলম	৬১	১১	১১	মুন্দিয়া হুন্দিয়া
১৮	মো: আব্দুল আলম	২০	১১	১১	মুন্দিয়া হুন্দিয়া
১৯	মো: আব্দুল আলম	৪০	১১	১১	মুন্দিয়া হুন্দিয়া

# Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বাধীনতা সড়ক (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

তারিখ: ১৫/০৮/২০

পৃষ্ঠা: ১/১/১০০০

কনসাল্ট্যান্টের নাম:

কনসাল্ট্যান্ট: (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

কনসাল্ট্যান্ট: (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

কনসাল্ট্যান্ট: (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

কনসাল্ট্যান্ট: (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

কনসাল্ট্যান্ট: (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

কনসাল্ট্যান্টের নাম (সিআই) সেক্টর (সিআই) সেক্টর (সিআই) সেক্টর

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	সঙ্গ	বাস/সিআই
১	আব্দুল হান্নান	২২			সিআই
২	আব্দুল হান্নান	২৪	সিআই	সিআই	সিআই
৩	আব্দুল হান্নান	২২	"	"	সিআই
৪	আব্দুল হান্নান	২৪	"	"	সিআই
৫	আব্দুল হান্নান	২৪	"	"	সিআই
৬	আব্দুল হান্নান	২৪	"	"	সিআই
৭	আব্দুল হান্নান	২৪	"	"	সিআই
৮	আব্দুল হান্নান	২৪	"	"	সিআই
৯	আব্দুল হান্নান	২৪	"	"	সিআই
১০	আব্দুল হান্নান	২৪	"	"	সিআই
১১	আব্দুল হান্নান	২৪	"	"	সিআই
১২	আব্দুল হান্নান	২৪	"	"	সিআই
১৩	আব্দুল হান্নান	২৪	"	"	সিআই
১৪	আব্দুল হান্নান	২৪	"	"	সিআই
১৫	আব্দুল হান্নান	২৪	"	"	সিআই
১৬	আব্দুল হান্নান	২৪	"	"	সিআই
১৭	আব্দুল হান্নান	২৪	"	"	সিআই
১৮	আব্দুল হান্নান	২৪	"	"	সিআই
১৯	আব্দুল হান্নান	২৪	"	"	সিআই
২০	আব্দুল হান্নান	২৪	"	"	সিআই
২১	আব্দুল হান্নান	২৪	"	"	সিআই
২২	আব্দুল হান্নান	২৪	"	"	সিআই
২৩	আব্দুল হান্নান	২৪	"	"	সিআই
২৪	আব্দুল হান্নান	২৪	"	"	সিআই
২৫	আব্দুল হান্নান	২৪	"	"	সিআই
২৬	আব্দুল হান্নান	২৪	"	"	সিআই
২৭	আব্দুল হান্নান	২৪	"	"	সিআই
২৮	আব্দুল হান্নান	২৪	"	"	সিআই
২৯	আব্দুল হান্নান	২৪	"	"	সিআই
৩০	আব্দুল হান্নান	২৪	"	"	সিআই

৩১  
৩২  
৩৩

আব্দুল হান্নান  
আব্দুল হান্নান  
আব্দুল হান্নান

৩৪  
৩৫  
৩৬

আব্দুল হান্নান  
আব্দুল হান্নান  
আব্দুল হান্নান

৩৭  
৩৮  
৩৯



17/6 (original)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List

Time: 10:30 am

Date: 30/01/20

COMMUNICATION AND PARTICIPATION PROGRAMME  
FOCUS GROUP DISCUSSION

ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোজেক্ট (ই এম সি আর পি)

প্রকল্পের নাম: বটতলী থেকে চোদ্দগাঁও রোড

মত বিনিময়ের স্থান: মুন্সিয়ান আল-মাদ (মুন্সিয়ান আল-মাদ রওদা)  
সময়: ১০:৩০

ইউনিয়ন: ১ম, চালাপাড়া

ডাকঘর: উত্তরা

উপজেলা: উত্তরা

জেলা:

২০১৩

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও বাক্য)

ক্রমিক সং.	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর
1	শ্রী: মুন্সিয়ান আল-মাদ	72	✓	আল-মাদ আল-মাদ	শ্রী
2	শ্রী: ইব্রাহিম	22	✓	আল-মাদ আল-মাদ	শ্রী
3	শ্রী: মাহিন	36	✓	আল-মাদ আল-মাদ	শ্রী
4	শ্রী: মুন্সিয়ান আল-মাদ	17	✓	আল-মাদ আল-মাদ	শ্রী
5	শ্রী: মুন্সিয়ান আল-মাদ	56	✓	আল-মাদ আল-মাদ	শ্রী
6	শ্রী: (মালিক)	20	✓	আল-মাদ আল-মাদ	শ্রী
7	শ্রী: মুন্সিয়ান আল-মাদ	23	✓	আল-মাদ আল-মাদ	শ্রী
8	শ্রী: মুন্সিয়ান আল-মাদ	22	✓	আল-মাদ আল-মাদ	শ্রী
9	শ্রী: মুন্সিয়ান আল-মাদ	26	✓	আল-মাদ আল-মাদ	শ্রী
10	শ্রী: মুন্সিয়ান আল-মাদ	37	✓	আল-মাদ আল-মাদ	শ্রী
11	শ্রী: মুন্সিয়ান আল-মাদ	28	✓	আল-মাদ আল-মাদ	শ্রী
12	শ্রী: মুন্সিয়ান আল-মাদ	20	✓	আল-মাদ আল-মাদ	শ্রী
13	শ্রী: মুন্সিয়ান আল-মাদ	46	✓	আল-মাদ আল-মাদ	শ্রী
14					



# Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাণ্ডি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময়: ২:২০ pm

তারিখ: ২৭/০১/২০

উপ-প্রকল্প/কমপোনেন্ট এর নাম: ব্রিড্জিং সেক্টর প্রকল্প

মত বিনিময় স্থান: ব্রিড্জিং

ইউনিয়ন: কাকারিয়া

ওয়ার্ড নং: ৫

ডাকঘর: উদ্ভিদা

উপজেলা: উদ্ভিদা

জেলা: কক্সবাজার

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর):

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর/টিপসই
১.	মোঃ জাহেদ উল্লাহ	২৭	✓	আলমডিয়া	জাহেদ
২.	হাঃ জাহেদ আলম	৭৪	✓	আলমডিয়া	জাহেদ
৩.	আলী হোসেন মুন্সী	৩০	✓	দঃ পূর্বদিক	আলী
৪.	হাঃ জাহেদ আলম	৫৫	✓	"	জাহেদ
৫.	নামিঃ হোসেন	৩৭	✓	"	Nami
৬.	হুসেইন হোসেন	৭২	✓	"	হুসেইন
৭.	মিলে হোসেন	৭২	✓	"	Mile
৮.	মিলে হোসেন	২৩	✓	"	Mile
৯.	মিলে হোসেন	৩৫	✓	"	Mile
১০.	মিলে হোসেন	৬৫	✓	"	Mile
১১.	মিলে হোসেন	৫০	✓	"	Mile
১২.	মিলে হোসেন	২৫	✓	"	Mile
১৩.	মিলে হোসেন	৪৪	✓	"	Mile
১৪.	মিলে হোসেন	৪৫	✓	"	Mile
১৫.	মিলে হোসেন	৪০	✓	"	Mile
১৬.	মিলে হোসেন	২২	✓	"	Mile
১৭.	মিলে হোসেন	৭৫	✓	"	Mile

Anex : 15/8

# Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাস্টি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময় : 12:37 PM

তারিখ : 28/01/2020

উপ-প্রকল্প/কমপোনেন্ট এর নাম :

মত বিনিময় স্থান : ২য় সেক্টর আল-বাকর নারী

ইউনিয়ন : Rajapalong

ওয়ার্ড নং : ০৩

ডাকঘর : ৫১২৩৪

উপজেলা : ৫১২৩৪

জেলা : কক্সবাজার

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর) :

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর/টিপসই
০১	আব্দুল হুদ	৬২	পুরুষ	জায়েদ	আব্দুল হুদ
০২	ফকির বড়ুয়া	৬৫	"	"	ফকির বড়ুয়া
০৩	আব্দুল মালিক	২৫	"	৫১২৩৪	৫১২৩৪
০৪	আব্দুল হুদ	৬০	"	"	আব্দুল হুদ
০৫	আব্দুল মালিক	২৫	"	"	আব্দুল মালিক
০৬	আব্দুল হুদ	৬০	"	৫১২৩৪	আব্দুল হুদ
০৭	আব্দুল মালিক	৬০	"	"	আব্দুল মালিক
০৮	আব্দুল হুদ	২২	"	"	আব্দুল হুদ
০৯	আব্দুল মালিক	২৫	"	"	আব্দুল মালিক
১০	আব্দুল হুদ	২৫	"	"	আব্দুল হুদ
১১	আব্দুল মালিক	৬৫	"	"	আব্দুল মালিক
১২	আব্দুল হুদ	২২	"	"	আব্দুল হুদ
১৩	আব্দুল মালিক	৬৫	"	"	আব্দুল মালিক
১৪	আব্দুল হুদ	৪০	"	"	আব্দুল হুদ
১৫	আব্দুল মালিক	৪৬	"	"	আব্দুল মালিক
১৬	আব্দুল হুদ	২৫	"	"	আব্দুল হুদ