



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-20 (Included 11 Sub Projects)

Funded by:



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Development Design Consultants Ltd.

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Abbreviations

Abbreviations	Descriptions
ARIPA	Acquisition and Requisition of immovable property Act;
BC	Bituminous Carpeting
BFS	Brick Flat Soiling
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 26 (As per Revised DPP) work packages under the activities of Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) of Local Government Engineering Department (LGED) and among them fourteen are road packages. Based on revised DPP these screening reports are being prepared for package-EMCRP/W-20 comprising 11 sub projects within the host community following the guidelines of ESMF and RPF (details list of sub projects are mentioned below). Existing various categories of earthen/HBB/BFS/BC roads are in this package are in poor conditions. During disaster and rainy season; local peoples are unable to use the roads due to muddy and potholes. Even vehicles could not ply along the road, so existing road need to be improved. However, LGED & D&SC team has conducted social screening and results indicates that no trees, structures, community properties or any other assets will be affected by the implementation of sub-project. It is also necessary to mentioned that, all the proposed roads will be improved along the existing alignment with 4.9 crest width including 0.6 meter both side slopes owned by government. So, Land acquisition and population displacement/relocation shall not be needed to implement these sub projects. LGED & D&SC team has conducted screening at all sub-projects under package W-20 following the guidelines of ESMF and RPF.

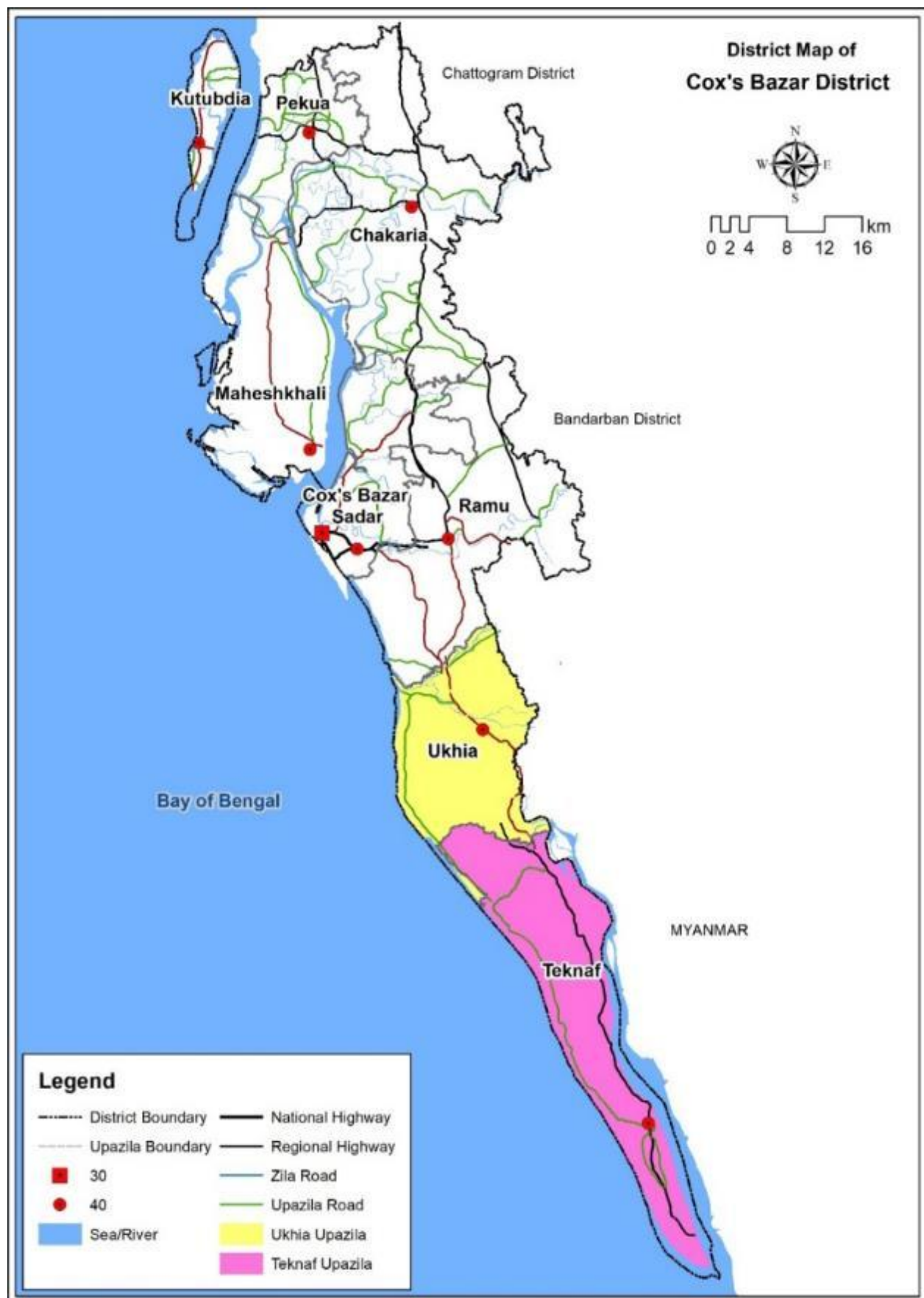
2. Location of Sub-Projects

Name of District	Name of Upazila	Package and Sub Package Number	Sub-Project Name & Road ID	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.20 (20.01)	Improvement of Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m. Road ID: 422944084	1675	-	1675	4.9	Existing Herring Brick Bond (HBB) roads will be paved which are entirely government land.
		W.20 (20.02)	Improvement of West Jummapara Village Road by BC from Ch.00 – Ch. 1540m. Road ID: 422944085	1540	-	1540	4.9	Existing Brick Flat Soiling (BFS) roads will be paved which is entirely government land.
		W.20 (20.03)	Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m. Road ID: 422944088	1816	-	1816	4.9	Existing Herring Brick Bond (HBB) roads will be paved which are entirely government land.
		W.20 (20.04)	Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m. Road ID: 422944090	1460	-	1460	4.9	Existing Brick Flat Soiling (BFS) roads will be paved which is entirely government land.
		W.20 (20.05)	Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m. Road ID: 422944091	882	-	882	4.9	Existing BC roads will be paved which are entirely government land.

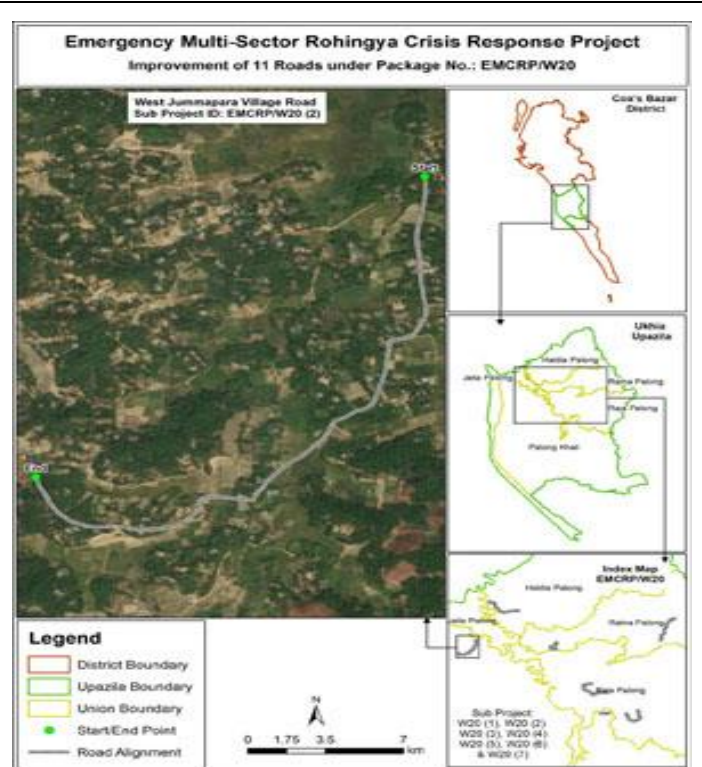
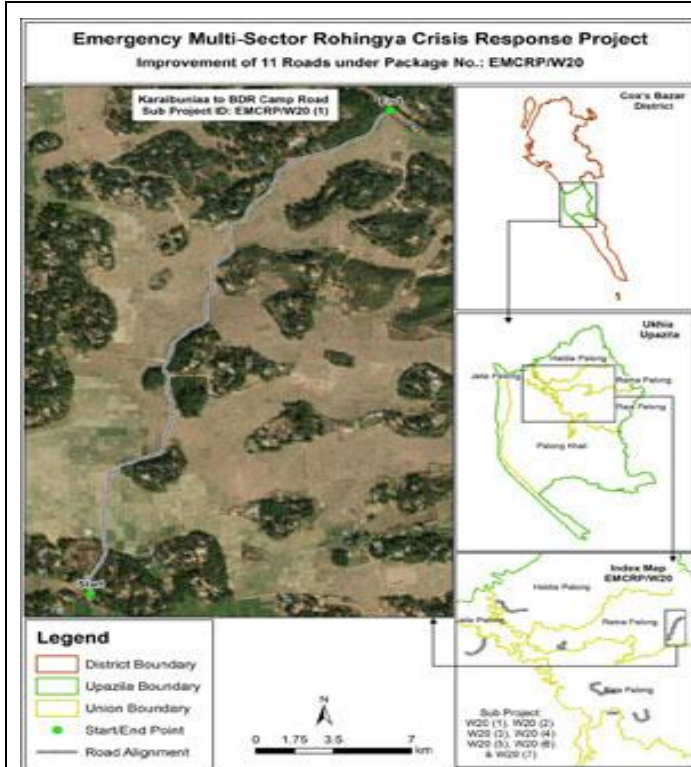
	Ukhiya	W.20 (20.06)	Improvement of R&H Road to Md. Ali Vita Road by BC from Ch. 00 - Ch. 1065m. Road ID: 422944093	1065	-	1065	4.9	Existing Brick Flat Soiling (BFS) roads will be paved which is entirely government land.
		W.20 (20.07)	Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m. Road ID: 422944095	468	-	468	4.9	Existing Brick Flat Soiling (BFS) roads will be paved which is entirely government land.
	Teknaf	W.20 (20.08)	Improvement of Moheskhali Para Sea Beach Rd.-Mondar Dail Road by BC from Ch. 00 - Ch. 2386m. Road ID: 422904011	2386	-	2386	4.9	Existing Bituminous Carpeting (BC) roads will be paved which is entirely government land.
		W.20 (20.09)	Improvement of Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m. Road ID: 422904021	1416	-	1416	4.9	Existing Bituminous Carpeting (BC) roads will be paved which is entirely government land.
		W.20 (20.10)	Improvement of Sabrang Pandal Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m. Road ID: 422904023	650	-	650	4.9	Existing Herring Brick Bond (HBB) roads will be paved which are entirely government land
		W.20 (20.11)	Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000 m. Road ID: 422904026	2000	-	2000	4.9	Existing Herring Brick Bond (HBB) roads will be paved which are entirely government land

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

3. Map of Cox's Bazar District with Project Location

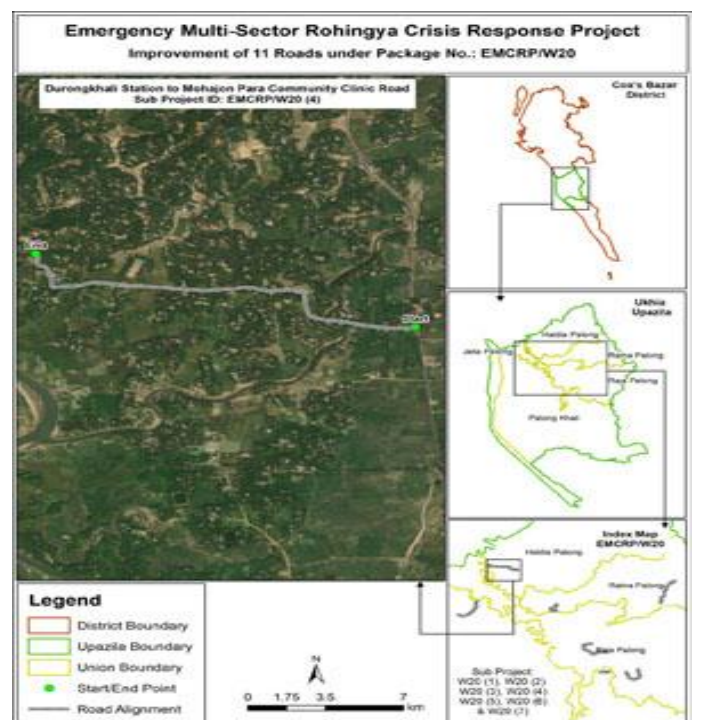
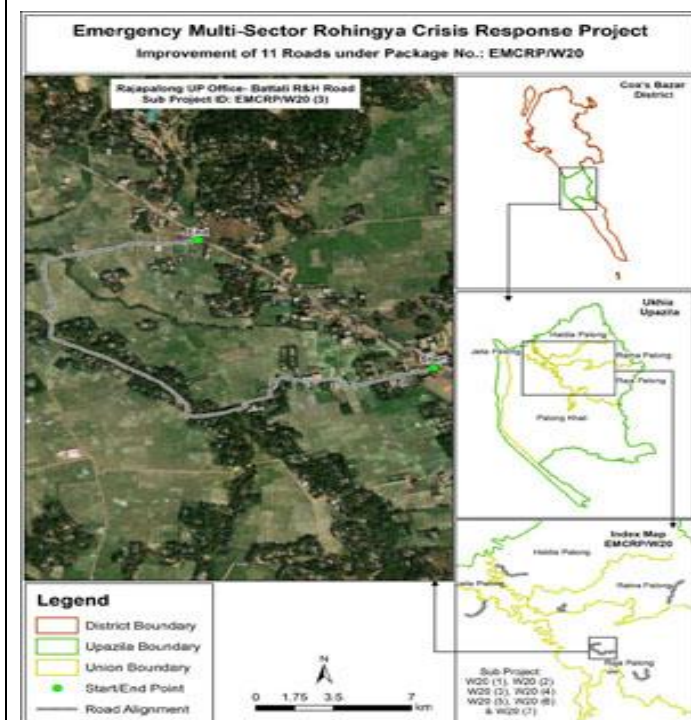


4. Map of Sub-Project Location



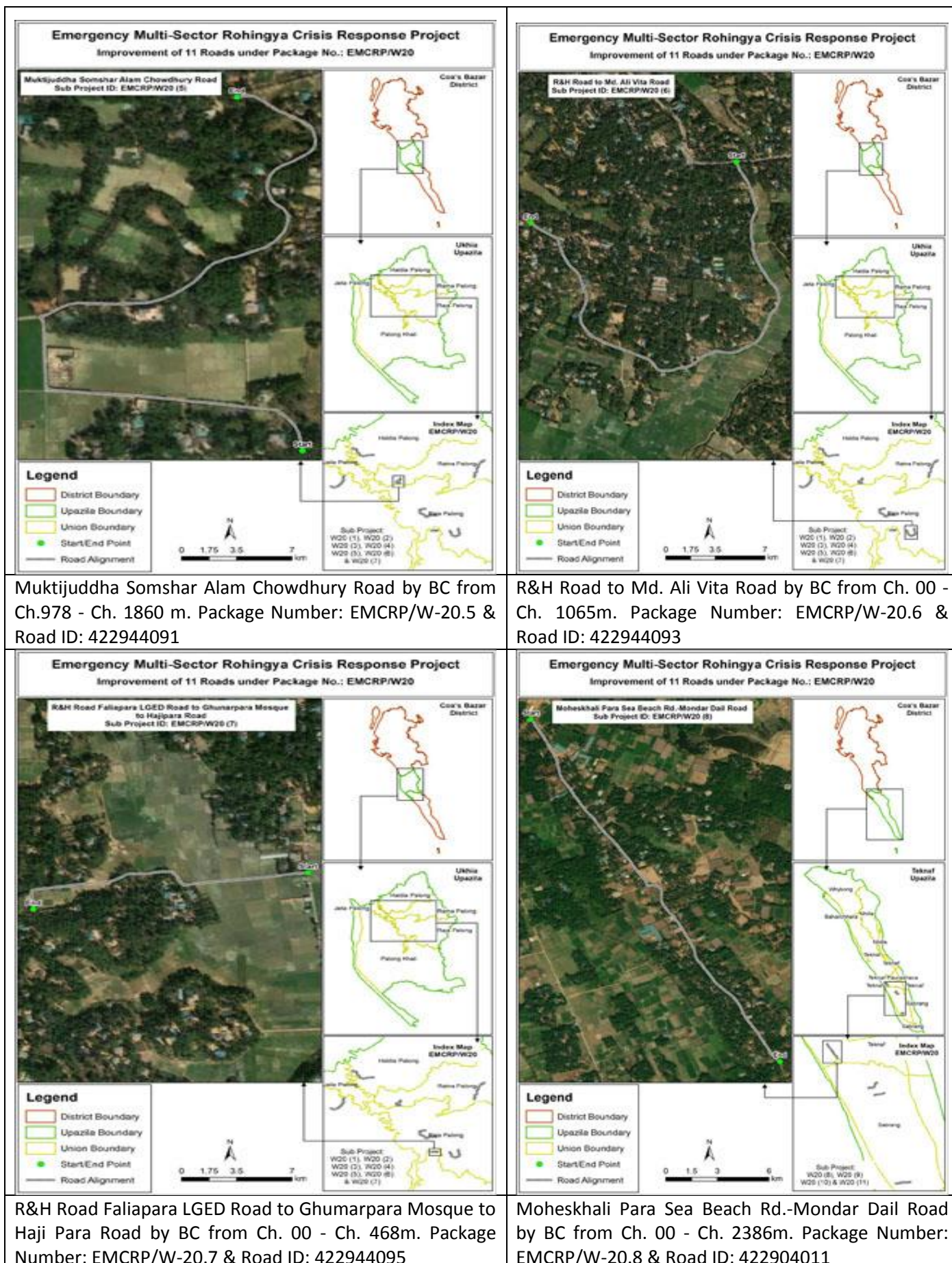
Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m. Package Number: EMCRP/W-20.1 & Road ID: 422944084

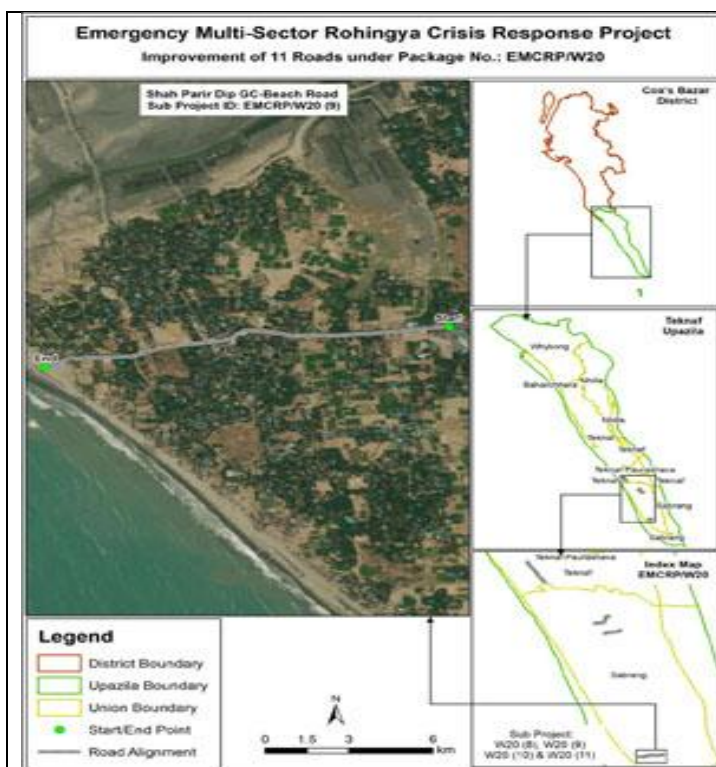
West Jummapara Village Road by BC from Ch.00 – Ch. 1540m. Package Number: EMCRP/W-20.2 & Road ID: 422944085



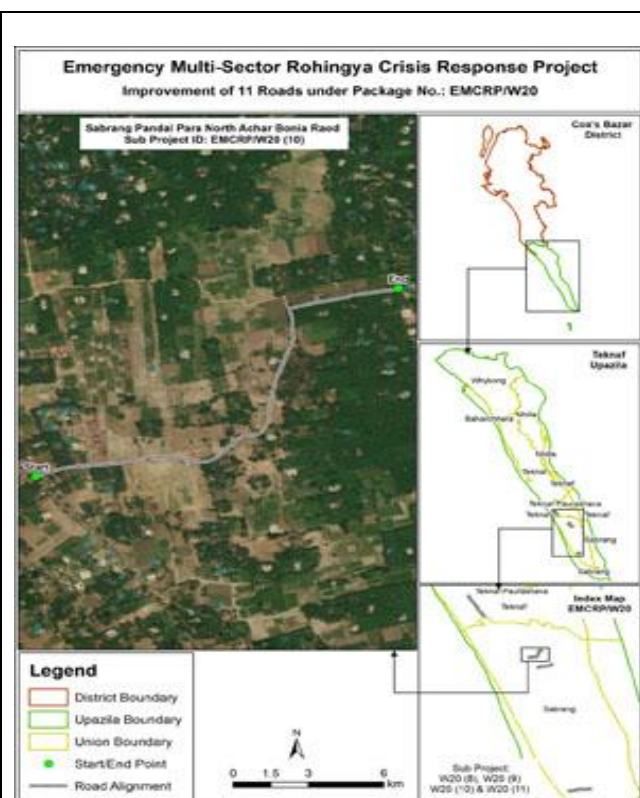
Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m. Package Number: EMCRP/W-20.3 & Road ID: 422944088

Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m. Package Number: EMCRP/W-20.4 & Road ID: 422944090

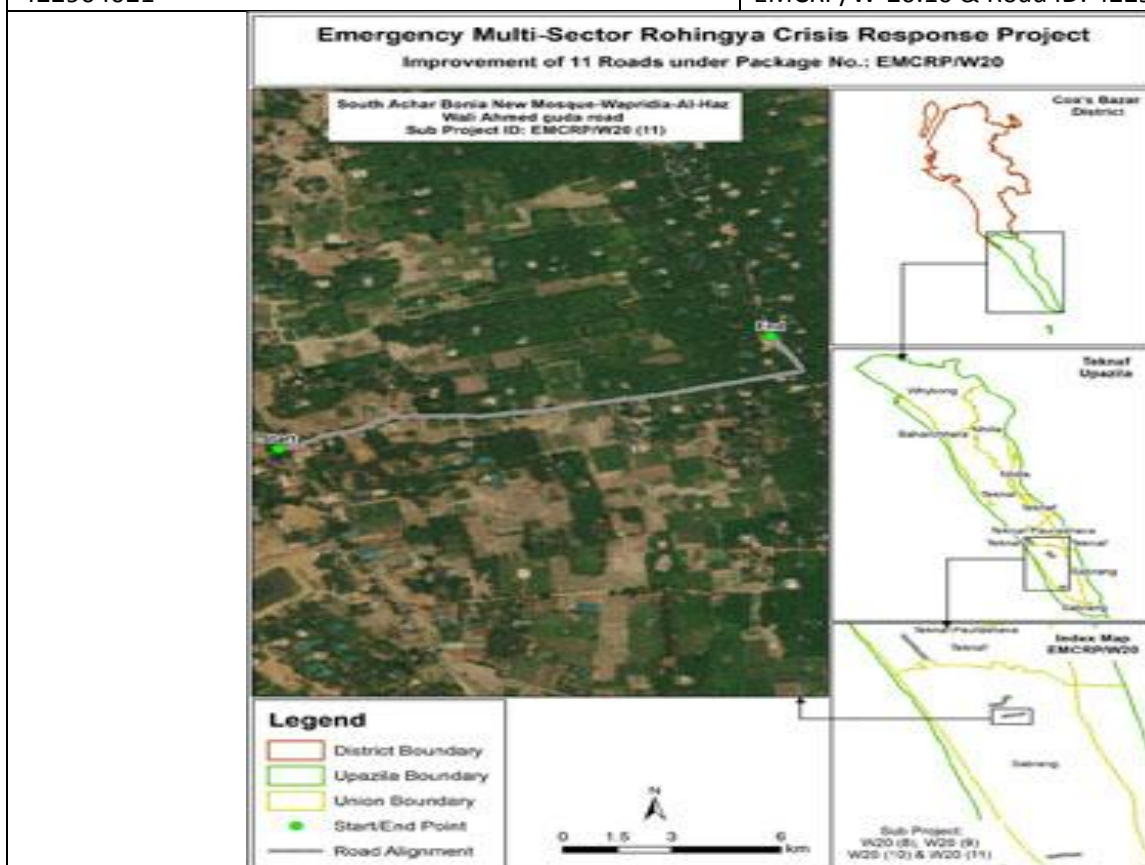




Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m. Package Number: EMCRP/W-20.9 & Road ID: 422904021



Sabrang Pandai Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m. Package Number: EMCRP/W-20.10 & Road ID: 422904023



South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m. Package Number: EMCRP/W-20.11 & Road ID: 422904026

5. 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 and Field level Environmental Specialist of Projects Management Unit (PMU) provided necessary technical assistance to the survey team. A structured questionnaire was used to obtain necessary primary data relating to population, household, land acquisition requirement, land ownership, losses of land, assets and other factors. Further information was gathered through interviews of key informants and most importantly stakeholder consultation meetings through a FGD approach to capture the communities' opinion and feedback about the sub-projects.

6. Summary of Key Findings:

6.1 Summary impacts:

Proposed sub project will be improved on existing roads alignment, it's a government land and no land acquisitions are required proposed road construction. Screening of the sites also confirms that road constructions will not affect any structures, Community properties or any assets. Existing different categories of roads such as earthen/HBB/BFS/BC already have (4.9-meter width) average 4. 9-meter width including 0.6 meter both side slops. So, no additional land is required. Social Screening surveys 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 survey. No squatters or vendors will be affected by the project.

Even though, we are anticipating 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.

6.2 Existing Scenario of Proposed Roads:

The sub project does not have any land acquisition or population displacement, as the existing roads will be improved. 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 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.

6.3 Condition of Existing Road:

Existing condition of proposed sub projects are poor BC, poor HBB, poor BFS and earthen (kutcha). Due to muddy and potholes through the roads is currently unusable during rainy season. Local community and users has informed the survey team that, in dry season many accidental incidents has been occurred, especially sick and pregnant women's are facing difficulty to passing along the roads. Details in Annex-3-13.

6.4 Users Opinion:

In view of consultation with road users and community it has revealed that, after improvement of these proposed roads the transportation system's efficiency will increased at servings travel and fulfill access related needs goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and will be reduced drop out of school going students and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights.

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 facilities to move the hospital without any trouble.

6.5. Construction Induced Impacts 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.

6.6. 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 the 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 landowners 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 release from the requisition (iii) damaged, the cost to the property during the 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 landowners. 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.

6.7. Road Connectivity & Feature Benefit:

All the proposed roads will be connected with the nearby existing BC road. The main improvement target of the earthen/BFS/ 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 (Greenhouse gas) emissions
- To improve trade and commerce facility.
- To reduce road accident and improve safety movement.
- 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 programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. 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.

6.8. 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-14.**

7. Consultation:

Consultation involves interaction with relevant stakeholders to inform them about the sub-projects. 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 230 numbers participants were attended in the consultation meeting shown in table -1. The social safeguard team of EMCRP 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. Forty-two (42) participants (Union Parishad Chairman & Members) and one hundred eighty-eight (188) numbers local stakeholders (Host Communities) were attended the consultation and provided valuable opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very 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		Total
			Male	Female	
1	23/01/2020, 24/01/2020, 25/01/2020, 27/01/2020 & 31/01/2020	Union Parishad Chairman & members)	30	12	42
2	23/01/2020, 24/01/2020, 25/01/2020, 27/01/2020, 29/01/2020 & 31/02/2020	Local Stakeholders (Host Communities)	182	6	188
Total participants			212	18	230

Table: 2: Summary of Consultation Outcomes

Issues	Opinion and questions	Reply from LGED
Compensation	Have any compensation provision if affected any assets by the project?	Yes, if affected any assets LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government rules and regulations (ARIPA-2017)
Vulnerable HHHs/severely affected HHHs	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.
Improvements of local business facilities	Local Business facilities will be increased after road development?	Yes, after road development economic transaction as well as business related communication will be increased, which will contribute the national economy.
Grievance redress committee	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.
structure	Any structure will affect?	No structures were 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.
land	Except RoW any additional land will be required?	Sub project will be implemented with 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.
livelihood	Livelihood will be hampered?	Livelihood will not be hampered.
CPR	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.
Trees	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.
Business loss	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 of RPF and ESMF.
Wage loss	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for daily local skill and unskilled labour.
Road safety	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

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
1	Improvement of Karaibunia to BDR camp Road	29/01/2020	Chawkbait ha Student and Youth Welfare Council Office	19	0	19	<p>The following issues were discussed during the consultation meeting with Community and Institutional stakeholder;</p> <ol style="list-style-type: none"> 1. Who will coordinate with construction work? 2. Who will monitor the activities? 3. Will ensure Safety issues within construction area? 4. Asked about GBV or other harassments. 5. Have any scopes to entry any grievances? 6. During construction to need additional private land for temporary basis? 7. Livelihood of local people will be hampered? 8. Road will be blocked during work. 	<p>LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team also be responsible for coordination and monitoring of the progress of all aspects. Health and safety training should be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact. 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. Also inform to participants that LGED will implement these sub projects with community participants and have scope to complain any grievances to UZ level GRC. No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work. No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work. Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.</p>
2	Improvement of West Jummapara Village Road	24/01/2020	West Jummapara Babul Shop	20	0	20		
3	Improvement of Rajapalong UP office-Battali R&H Road	23/01/2020	North Hajipara Sahabuddin's shop	19	2	21		
4	Improvement of Durongkhali Station to Mohajon Para Community Clinic Road	25/01/2020	Mahajan Para Community Clinic Premises	24	3	27		
5	Improvement of Muktiyuddha Somshar Alam Chowdhury Road	27/01/2020	Shop of Telipara Nur Alam (Munu Mia)	20	0	20		
6	Improvement of R&H Road to Md. Ali Vita Road	27/01/2020	Adjacent to Foliapara Moar	10	0	10		
7	Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road	27/01/2020	Adjacent to Foliapara Moar	14	0	14		
8	Improvement of	31/01/2020	Anwar's shop	12	0	12		

	Moheskhali Para Sea Beach Rd.- Mondar Dail Road							
9	Improvement of Shah Parir Dip GC-Beach Road	31/01/2020	Shah Porir Deep Growth Center Moar shop	15	0	15		
10	Improvement of Sabrang Pandal Para North Achar Bonia Road	31/01/2020	Sabrang Pandalpara shop	15	1	16		
11	Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road	31/01/2020	Md. Shafiq's Shop	14	0	14		
Total participants				182	6	188		

The key outputs of stakeholder consultation meeting are (See Annex-18 to 28):

1. Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding these sub-projects' implementation.
2. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
3. If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF.
4. Availability of first-aid boxes at the proposed sub-projects site.
5. Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
6. Avoiding and minimizing adverse social impacts for the site selection, design and construction.
7. Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-projects.
8. Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
9. Ensuring social conflicts and grievance management during construction period.
10. Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)

11. Ensuring equal wage for female labor including site security and facilities.

12. Ensuring that GBV is not occurring at the working site.

8. 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. Approximately, 312 daily Labor Day (skill and unskilled) may be generated during construction work for the 11 sub projects at least 270 active working days. 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.

9. 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 shall 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/non-medical fabric masks and respirators (N95, KN95 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 handwashing 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;



10. 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.

11. 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.

12. 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 and 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. With the first level grievance committee, will be engaged.

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.

13. 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.

14. 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"> No land acquisition will be required as road will be improved on existing alignment which entirely Government land. No additional land will be required to construct the roads. The Local community has agreed to provide space beside the road keep the construction materials during construction work. There is no physical asset affected by the intervention of sub-projects/roads. we expecting no grievances will be found from the neighboring in the sub projects. If we found grievance from outside of the sub project, we will consult on emergency basis in order to solve the problems. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of livelihood	<ul style="list-style-type: none"> Due to Rohingya influx, host communities' daily income may be 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. Woman labor shall get priority at the time of labor recruitment. During construction work social safeguard compliance will be maintained properly by the contractor. 	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"> Cash compensation equivalent replacement value of structure (or part of structure) constructed by the DP. 	Pre-Construction stage	PIU & Contractor	Social Team and PIU
If residential Households are Affected?	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.	Pre-Construction stage	PIU & Contractor	

If any squatters are Affected?	Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies.	Pre-Construction stage	PIU & Contractor	
Loss of Trees	<ul style="list-style-type: none"> Cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years. Cash compensation equivalent to prevailing market price of timber for non-fruit trees. 	Pre-Construction stage	PIU & Contractor	
Stakeholders Engagement	<ul style="list-style-type: none"> All the project stakeholders will be consulted and separate community level consultation meeting will be held with the potential affected HHs. All the safeguard documents will be disclosed to all the relevant stakeholders before the start construction works. Local people must be consulted before the construction work start All the stakeholders will be informed about the GRM and to be ensured their membership as a member of GRC. 	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of right to access induced impacts.	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. Mitigation measures will be taken at the satisfactory level after discussed with communities. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Site Selection & implementing interventions : Human-elephant conflict	<ul style="list-style-type: none"> Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area. Elephant Human conflict need to be avoided. A consultation will be made with Forest department and Border Guard Bangladesh during site selection In some cases, protection wall/guide wall needs to construct for strengthening the road. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Site Preparation:	<ul style="list-style-type: none"> Construction facilities including material are to be placed at least 30 	Pre-Construction	PIU	Social Development

Soil Erosion; Alteration of natural drainage	<p>meters away from any water body in order to minimize impacts on water bodies and natural flow paths.</p> <ul style="list-style-type: none"> Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided. 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. Minimize cut & fill operations, the site clearing and grubbing operations will be limited to specific locations only. The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents 	stage		Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Safety Issues	<ul style="list-style-type: none"> An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured. Health and safety training should be ensured to the Rohingya labors. All the camp labors to wear ID cards. Child labors are not allowed for any form of activities Site(s) shall be secured by fencing and by fencing and ridge (if needed). 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. To be ensured immediately testing for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&SC and PMU. 	Construction stage	Construction Contractor	
Traffic Management	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction 	Construction stage	Construction Contractor	Social & Environmental

	<p>contractors.</p> <ul style="list-style-type: none"> 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 will be in the TMP where parking lot will be established and how it will be managed. Adequate arrangement will be in TMP for reducing inconveniences of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds Construct properly designed speed ramps on access roads Traffic signs will be both in Bangla and Rohingya language at appropriate places 			Specialist of PIU and D&SC
Increase in diversion road accidents	<ul style="list-style-type: none"> The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment. The movement of heavy machinery and equipment shall be restricted to defined routes. Proper signs to be displayed at diversion. Road diversions and closures to be informed well in advance to the local community. Local community will be trained traffic management and awareness. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant). 	Construction stage	Construction Contractor	Social & Environmental Specialist and D&SC
Safety during construction of the RCC roads	<ul style="list-style-type: none"> Awareness building program will be taken on social safety matters through providing training from the project before commencement. At the same time, compliance will be ensured by the contractors. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Drinking	<ul style="list-style-type: none"> Construction hosts shall have 	Construction	Construction	Social &

water and sanitation facility for male and female workers	adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities.	stage	Contractor	Environmental Specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp. 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. Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. Treated water will be made available at site for labour drinking purpose. Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD. 	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"> 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. 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. All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance 	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC

	<p>requirements.</p> <ul style="list-style-type: none"> • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • Provide signposted and with adequate lighting for diversion road or temporary road. • Signposts clearly mention any slippery areas of diversion. • 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. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. • Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • 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. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to 			
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	<p>all personnel involved in the tasks.</p> <ul style="list-style-type: none"> • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • 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. • Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills. • 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. • Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions. • 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. • Awareness training sessions will 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. • Ensure adequate quantities of drinking water are available at different locations within the site. • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities. • Ensure that all workers exposed to a risk are aware of the possible dangers. They will be given thorough training in how to protect themselves 			
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	<p>and there will be effective supervision to ensure that the correct methods are being using.</p> <ul style="list-style-type: none"> Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures. 			
Traffic Accidents	<ul style="list-style-type: none"> Clear diversion /temporary road markings . Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion. Recording and reporting of accident incidents to local police station Annual reporting of accident figures to PSC 	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability. 	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area Important places and institutions will be well connected People will enjoy improved connection to local schools, colleges, and other educational institutions. 	Operation & Maintenance	Local Government institution	Union Parishad
<p>Health & safety risks to workers & Local community/ DRPs</p> <ul style="list-style-type: none"> Pollution from waste materials Health & Safety risks to workers and local community/DRPs 	<ul style="list-style-type: none"> 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. 	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D & SC	LGED and Upazila Parishad

15. 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 roads will undergo a short orientation course (to be organized by the contractor) on necessary awareness, motivation and compliance of their assigned responsibilities properly.

16. 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-01: At a Glance Key Findings by Social Screening of 11 Sub Project's under package number EMCRP/W.20 (Road improvement), LGED.

SI #	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
01	Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m.	Package Number: EMCRP/W20.01 & Road ID: 422944084	BC Road	Ukhiya Upazila in Cox's Bazar district	1.675	Government land	No	No	No	No	No	Done	Recommended for implementation
02	West Jummapara Village Road by BC from Ch.00 – Ch. 1540m.	Package Number: EMCRP/W20.02 & Road ID: 422944085	BC Road	Do	1.540	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m.	Package Number: EMCRP/W20.03 & Road ID: 422944088	BC Road	Do	1.816	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m.	Package Number: EMCRP/W20.04 & Road ID: 422944090	BC Road	Do	1.460	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m.	Package Number: EMCRP/W20.05 & Road ID: 422944091	BC Road	Do	0.882	Government land	No	No	No	No	No	Done	Recommended for implementation
06	R&H Road to Md. Ali Vita Road by BC from Ch. 00 - Ch. 1065m.	Package Number: EMCRP/W20.06 & Road ID: 422944093	BC Road	Do	1.065	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation

SI #	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
07	R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m.	Package Number: EMCRP/W20.07 & Road ID: 422944095	BC Road	Ukhiya Upazila in Cox's Bazar district	0.468	Government land	No	No	No	No	No	Done	Recommended for implementation
08	Moheskhali Para Sea Beach Rd.-Mondar Dail Road by BC from Ch. 00 - Ch. 2386m.	Package Number: EMCRP/W20.08 & Road ID: 422904011	BC Road	Teknaf Upazila in Cox's Bazar district	2.386	Government land	No	No	No	No	No	Done	Recommended for implementation
09	Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m.	Package Number: EMCRP/W20.09 & Road ID: 422904021	BC Road	Do	1.416	Government land	No	No	No	No	No	Done	Recommended for implementation
10	Sabrang Pandal Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m.	Package Number: EMCRP/W20.10 & Road ID: 422904023	BC Road	Do	0.650	Government land	No	No	No	No	No	Done	Recommended for implementation
11	South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m.	Package Number: EMCRP/W20.11 & Road ID: 422904026	BC Road	Do	2.000	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of 20.01, 20.02, 20.03, 20.04, 20.05, 20.06, 20.07, 20.08, 20.09, 20.10 & 20.11 (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 Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m.	Package Number: EMCRP/W20 .01 & Road ID: 422944084	Ukhiya Upazila	Latitude Value: 21°27'34.77" N Longitude Value: 92°15'66.86" E	Latitude Value: 21°28'56.45" N Longitude Value: 92°16'26.09" E	-	1675	27/01/2020	09.30 AM	Ratnapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	Upazilla official's & Local Government Representatives: <ul style="list-style-type: none"> 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. Upazila Engineer said, if necessary, to relocate existing infrastructure then contact will be made to other implementing agencies including RRRC & CIC from Upazila level for smooth execution of the proposed sub Project Upazila Administration and Government officials firmly confirmed that they will provide all sorts of support and assistance
								29/01/2020	03.55 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
2	Improvement of West Jummapara Village Road by BC from Ch.00 – Ch. 1540m.	Package Number: EMCRP/W20 .02 & Road ID: 422944085	Do	Latitude Value: 21°27'47.13" N Longitude Value: 92°08'23.13" E	Latitude Value: 21°26'76.32" N Longitude Value: 92°07'51.47" E	-	1540	24/01/2020	12.00 PM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								24/01/2020	04.10 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m.	Package Number: EMCRP/W20 .03 & Road ID: 422944088	Do	Latitude Value: 21°24'73.95" N Longitude Value: 92°13'50.17" E	Latitude Value: 21°25'14.71" N Longitude Value: 92°12'93.5" E	-	1816	23/01/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								23/01/2020	04.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	

4	Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m.	Package Number: EMCRP/W20.04 & Road ID: 422944090	Do	Latitude Value: 21°29'13.86" N Longitude Value: 92°09'94.77" E	Latitude Value: 21°29'45.61" N Longitude Value: 92°08'72.01" E	-	1460	25/01/2020	10.00 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<div>to execute the project.</div> <div>Local government Representatives (Union Parishad Chairman & members) :-</div> <ul style="list-style-type: none">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 importance.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 he work before Monsoon.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.
				25/01/2020	11.42 AM			Sub-Project Area	Local Stakeholders (Host Communities)			
5	Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m.	Package Number: EMCRP/W20.05 & Road ID: 422944091	Do	Latitude Value: 21°26'88.69" N Longitude Value: 92°11'47.03" E	Latitude Value: 21°27'29.59" N Longitude Value: 92°11'40.86" E	-	882	27/01/2020	09.30 AM	Ratnapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
				27/01/2020	11.35 AM			Sub-Project Area	Local Stakeholders (Host Communities)			

6	Improveme nt of R&H Road to Md. Ali Vita	Package Number: EMCRP/W20.06 & Road ID:	Do	Latitude Value: 21°23'61.67"	Latitude Value: 21°23'78.61" N Longitude	-	1065	23/01/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	Local Stakeholders (Host Communities): -
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	Road by BC from Ch. 00 - Ch. 1065m.	422944093		N Longitude Value: 92°14'23.06" E	Value: 92°14'74.44" E			27/01/2020	3.20 PM	Sub-Project Area	Local Stakeholders (Host Communities)
7	Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m.	Package Number: EMCRP/W20.07 & Road ID: 422944095	Do	Latitude Value: 21°23'62.87" N Longitude Value: 92°13'65.35" E	Latitude Value: 21°23'55.78" N Longitude Value: 92°13'22.9" E	-	468	23/01/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								27/01/2020	3.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)
8	Improvement of Moheskhalia Para Sea Beach Rd.- Mondar Dail Road by BC from Ch. 00 - Ch. 2386m.	Package Number: EMCRP/W20.08 & Road ID: 422904011	Teknaf Upazila	Latitude Value: 20°85'00.82" N Longitude Value: 92°28'15.98" E	Latitude Value: 20°84'09.3" N Longitude Value: 92°28'75.11" E	-	2386	31/01/2020	11.30 AM	Teknaf Sadar union Parishad	Local government Representatives (Union Parishad Chairman & members)
								31/01/2020	1.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)
9	Improvement of Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m.	Package Number: EMCRP/W20.09 & Road ID: 422904021	Do	Latitude Value: 20°76'87.11" N Longitude Value: 92°32'57.76" E	Latitude Value: 20°76'76.06" N Longitude Value: 92°31'73.56" E	-	1416	31/01/2020	10.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)
								31/01/2020	05.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)
10	Improvement of Sabrang Pandal Para North	Package Number: EMCRP/W20.10 & Road ID: 422904023	Do	Latitude Value: 20°82'36.91" N	Latitude Value: 20°82'70.28" N Longitude Value:	-	650	31/01/2020	10.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)

- Host communities are main stakeholders are main driving forces as well as major stake in project implementation. In consultation with Host communities the following aspect came out that should addressed properly for the betterment of the project implementation;
- Existing alignment should use to improvement of roads.
- Community people are very much eager to see improved road where improved facilities will remain inbuilt.
- There is some problem may arise at the time project intervention but they are very much willing to take these sorts of pain

	Achar Bonia Road by BC from Ch. 00 - Ch. 650m.			Longitude Value: 92°30'30.83" E	92°30'85.56" E			31/0/2020	2.40 PM	Sub-Project Area	Local Stakeholders (Host Communities)	<ul style="list-style-type: none"> taking efforts. If arise social tension or undue influence by the vested interest group If necessary, they agree to provide land and space for keeping construction materials.
11	Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m.	Package Number: EMCRP/W20.11 & Road ID: 422904026	Do	Latitude Value: 20°81'95.13" N Longitude Value: 92°30'61.07" E	Latitude Value: 20°82'12.51" N Longitude Value: 92°31'11.9" E	-	2000	31/01/2020	10.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								31/01/2020	4.50 AM	Sub-Project Area	Local Stakeholders (Host Communities)	

Crest / Top width of Package of 20.01, 20.02, 20.03, 20.04, 20.05, 20.06, 20.07, 20.08, 20.09, 20.10, & 20.11 (According to field data)

SI #	Name of Subproject	Package & Road 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
01	Improvement of Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m.	Package Number: EMCRP/W20.01 & Road ID: 422944084	Ukhiya Upazila	0.6	3.7	0.6	4.9	Existing ROW within government land.
02	Improvement of West Jummapara Village Road by BC from Ch.00 – Ch. 1540m.	Package Number: EMCRP/W20.02 & Road ID: 422944085	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.
03	Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m.	Package Number: EMCRP/W20.03 & Road ID: 422944088	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.
04	Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m.	Package Number: EMCRP/W20.04 & Road ID: 422944090	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.
05	Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m.	Package Number: EMCRP/W20.05 & Road ID: 422944091	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.
06	Improvement of R&H Road to Md. Ali Vita Road by BC from Ch. 00 - Ch. 1065m.	Package Number: EMCRP/W20.06 & Road ID: 422944093	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.

SI #	Name of Subproject	Package & Road 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
07	Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m.	Package Number: EMCRP/W20.07 & Road ID: 422944095	Ukhiya Upazila	0.6	3.7	0.6	4.9	Existing ROW within government land.
08	Improvement of Moheskhali Para Sea Beach Rd.-Mondar Dail Road by BC from Ch. 00 - Ch. 2386m.	Package Number: EMCRP/W20.08 & Road ID: 422904011	Teknaf Upazila	0.6	3.7	0.6	4.9	Existing ROW within government land.
09	Improvement of Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m.	Package Number: EMCRP/W20.09 & Road ID: 422904021	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.
10	Improvement of Sabrang Pandal Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m.	Package Number: EMCRP/W20.10 & Road ID: 422904023	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.
11	Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m.	Package Number: EMCRP/W20.11 & Road ID: 422904026	Do	0.6	3.7	0.6	4.9	Existing ROW within government land.

Annex-02: Pictures of Existing View & location of 11 Sub-Projects under package EMCRP/W20, LGED.

	
<p>Improvement of Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m. Package Number: EMCRP/W20.01 & Road ID: 422944084</p>	<p>Improvement of West Jummapara Village Road by BC from Ch.00 – Ch. 1540m. Package Number: EMCRP/W20.02 & Road ID: 422944085</p>
	
<p>Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m. Package Number: EMCRP/W20.03 & Road ID: 422944088</p>	<p>Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m. Package Number: EMCRP/W20.04 & Road ID: 422944090</p>
	
<p>Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m. Package Number: EMCRP/W20.05 & Road ID: 422944091</p>	<p>Improvement of R&H Road to Md. Ali Vita Road by BC from Ch. 00 - Ch. 1065m. Package Number: EMCRP/W20.06 & Road ID: 422944093</p>



Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m. Package Number: EMCRP/W20.07 & Road ID: 422944095



Improvement of Moheskhali Para Sea Beach Rd.-Mondar Dail Road by BC from Ch. 00 - Ch. 2386m. Package Number: EMCRP/W20.08 & Road ID: 422904011



Improvement of Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m. Package Number: EMCRP/W20.09 & Road ID: 422904021



Improvement of Sabrang Pandal Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m. Package Number: EMCRP/W20.10 & Road ID: 422904023



Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m. Package Number: EMCRP/W20.11 & Road ID: 422904026

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:**

Karaibunia to BDR camp Road will be improvement by BC road from Ch. 00- 1675m. Based on field survey, this proposed road is at present Herring-Bone-Bond (HBB) & Earthen. This proposed Karaibuniaa to BDR camp road belongs to Chakboitha and North Chakboitha villages at Ratnapalong union, Ward-5 under Ukhiya Upazila. This road has started from Chakboitha station stretching 1675 meters from South side to North side, along with Chakboitha Community Clinic, graveyards, Siraj market, trees, mosques, household connecting road, agriculture fields, social forest, homestead gardens etc. Rejur khal is half km away from this road. A large Number of 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 and improvement with Bituminous Carpeting (BC) options. For drainage of rain water 16 nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 22.0m, Ch. 128.0m, Ch. 162.0m, Ch. 452.0m, Ch. 656.0m, Ch. 700.0m, Ch.763.0m, Ch. 918.0m, Ch. 1010.0m, Ch. 1110.0m, Ch. 1140.0m, Ch. 1195.0m, Ch. 1306.0m, Ch. 1396.0m, Ch. 1500.0m & 1657.0m of chainage and 4 nos. Box Culverts (dimension: 2vX3.0mX2.5m) at Ch. 256.0m, (dimension: 2.0mX1.50m) at Ch. 544.0m & Ch. 918.0m and (dimension: 2.0mX2.0m) at 1140.0m of chainage, for mountain eel water drainage during rainy season 1010.0 m L-Drain at different chainage will be constructed that's has been included in the estimation. Due to the low land in different chainage for protection work of the road 10.0m Brick Palisading wall at Ch. (1296.0m-1306.0m) and 54.0m Guide wall at Ch. (440.0m-494.0m) will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944084
Package No:	EMCRP/W-20.01
District	Cox's Bazar
Upazila	Ukhiya
Union	Ratnapalong
WARD	05
Proposed Chainage	1675m
Distance from Upazila Head quarter	04 Km
Present Condition of Road	Herring-Bone-Bond (HBB) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°27'34.77"N Longitude Value: 92°15'66.86" E
Road Ending Point Coordinates	Latitude Value: 21°28'56.45"N Longitude Value: 92°16'26.09" 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 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. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. 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 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? Answer: There are available skilled and unskilled work forces in the sub-project location. No foreign skilled and unskilled workers will be needed for the remaining period of the project. If the contesters want, then they will be hired some skilled workforces from the outside. Unskilled labors get need to hired absolutely not. In construction work approximately 34 skilled and unskilled workforces are expected to be required for the construction work. Among them 09 are skilled and 25 are unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: 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? Answer: 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? Answer: 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? Answer: 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? Answer: The size of local population in the project area are near about 4740. Male- 2844 and Female- 1896. Household numbers are 1185.</p> <p>✓ What is the size of the host Rohingya community? Answer: There is no Rohingya people near the proposed road. The Rohingya camp is 06 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? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local</p>

	<p>community and outsiders?</p> <p>Answer: Daily. Near about 20,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: 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"> • 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.
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>Answer: 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>Answer: 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>Answer: The expected duration of the incoming workers duration is about 18 months.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: 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>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local</p>

	community have been conducted effectively.
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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 improved 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?		√		N/A, 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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? <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
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)
<p>13: Who are the stakeholders of the project?</p> <p>Answer: 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.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: 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.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: 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?</p> <p>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.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer:</p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • 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.
<p>20: 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>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;</p> <ul style="list-style-type: none"> • 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 improved at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-04: Social Screening of West Jummapara Village Road (Package Number: EMCRP/W20.02)

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:

One Brick Flat Soiling (BFS) & Earthen road will be improved under the proposed sub-project (Improvement of West Jummapara Village Road) by BC from Ch. 00 - Ch. 1540m. It will be improved on existing alignment which is situated at Jalipalong union, ward-01, in Ukhiya Upazila of Cox's Bazar District. This road has started from Jummapara Villagerpara road stretching 1540 meters from East side to West side. Some cultural, archaeological, religious sites near (within 1km) of site are at north side Abdur Rahman Badi GPS (300m), at south side Jaliapalong GPS (1km), Panishia Chorra (100m), Abu Bakar Chiddik ® mosque & Forkania Madrasah (50m), Chander Alo Shishu Bikash Kendra (60m), at east side Panishia graveyard (500m), Abdul Kader Jilani ® jame mosque & Orphanage (10m), Jummapara hill (30m) and west side Jummapara social forest (300m), West Jummapara hill (10m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

West Jummapara Village Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 1540m in Ukhiya Upazila of Cox's Bazar district. For drainage of rain water **8 nos. Cross Drain** (dimension: 0.975mX 0.975m) at Ch. 163.0m, Ch. 432.0m, Ch. 488.0m, Ch. 678.0m, Ch. 973.0m, Ch. 1231.0m, Ch.1441.0m & 1514.0m of chainage, **162.0 m L-Drain** at different chainage, **64.0m Guide wall** at Ch. (960.0m-1012.0m=52m; R/S) and Ch. (1064.0m-1076m=12m; R/S) will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944085
Package No:	EMCRP/W20.02
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	01
Proposed Chainage	1540m
Distance from Upazila Head quarter	10 Km
Present Condition of Road	Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°27'47.13"N Longitude Value: 92°08'23.13" E
Road Ending Point Coordinates	Latitude Value: 21°26'76.32"N Longitude Value: 92°07'51.47" 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 is located within West Jummapara village. No historical sites were found. Social forest was found during field visit. Not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years 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
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? Answer: No foreign workers are will not be needed to at this locality in construction work. Based on FGD approximately 31 skilled and unskilled workforces are expected to be required for the construction work. Among them 08 will be skilled and 23 will be unskilled workforces. As construction work will be done out of the camp area, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Definitely, the project hires workers from the local workforce. Because in sub project areas have an enough worker, both skilled and unskilled workforce.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the un skilled workforces are available in the locality but skilled work forces will be hired from out site for implementing work as per contractors need.</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? Answer: 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.</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? Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in these sub project areas.</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? Answer: According to the Union Parishad and local's community, the size of local population of the sub-project area is 3300. Out of 3300 population, 1815 are males and 1485 are females. The total number of families is 780.</p> <p>✓ What is the size of the host Rohingya community? Answer: The sub-project area belongs to the host community. There is no Rohingya people near this proposed road. The Rohingya camp is 20km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: Daily. Near about 8,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: 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"> • 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.
<p>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>	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background? Answer: 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? Answer: 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? Answer: one and half year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated? Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier

Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: 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>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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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 improved 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?		✓		N/A , 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		✓		It is clearly revealed that income

and means of livelihoods due to land acquisition?				sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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; <ul style="list-style-type: none"> • 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. 				
20: 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.
- The participants 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 improved at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-05: Social Screening of Rajapalong UP office-Battali R&H Road (Package W-20.03)

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:

One Herring-Bone-Bond (HBB), Brick Flat Soiling (BFS) & Earthen road will be improved under the proposed sub-project (Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m). It will be improved on existing alignment which situated at Rajapalong union in Ukhiya Upazila of Cox's Bazar District. This road has started from Infront of Ukhiya central Sheed Minar stretching 1816 meters from East side to North side. This road goes through West to North side from the Cox'sbazar-Taknaf main road on the right side. There are some important socio-cultural and religious components along the road length, including are at north side North Hazirpara mosque (100m), Ukhiya Girl's School (500m), Katakhal khal (100m), Horinmara GPS (1km), at south side Green bud Kindergarten (5m), Hazirpara Hafizia jame mosque (100m), Azizia-Hakimia Darul Ulum Madrasah & orphanage (100m), south Hazirpara graveyard (500m), at east side Ukhiya central sheed Minar (8m), Upazila Parishad (10m), Fish farm (15m), Ukhiya GPS (600m), Ukhiya Govt. High School (650m), Ukhiya Govt. girl's College (1km) and west side Ukhiya Forkaniya & Nurani Madrasah & Hefjakhana (200m), Khairatipara mosque including grageyard & pond (300m), Khairatipara Buddhist Temple (150m), Dushari Khal (5m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Rajapalong UP office-Battali R&H Road is categorized as a village road and construction with Bituminous

Carpeting (BC) options from Ch. 00 - Ch. 1816m in Ukhiya Upazila of Cox's Bazar district. For drainage of rain water 2 nos. Cross Drain (dimension: 0.750mX 0.750m) at Ch. 881.0m & Ch. 980.0m of chainage and 2 nos. Box Culverts (dimension: 2vX2.50mX2.50m) at Ch. 221.0m and (dimension: 4.50mX4.50m) at Ch. 1455.0m of chainage, 235.0 m L-Drain at different chainage, 105.0m Brick Palisading wall at Ch. (1350.0m-1455.0m; Both side), 50.0m (2.0m height) Guide wall at Ch. (1200.0m-1209.0m=9.0m) & Ch. (1459.0m-1500.0m=41.0m) of chainage, 242.0m Retaining wall at different chainage and 198.0m RCC cast in situ wall at different chainage, Road safety works.

Important Features of Sub-project Location	
Road ID	422944088
Package No:	EMCRP/W20.03
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	06
Proposed Chainage	1816m
Distance from Upazila Head quarter	0.50Km
Present Condition of Road	Herring-Bone-Bond (HBB), Brick Flat Soiling (BFS), Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°24'73.95"N Longitude Value: 92°13'50.17" E
Road Ending Point Coordinates	Latitude Value: 21°25'14.71"N Longitude Value: 92°12'93.5" 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 is located within North Hazirpara village. Some other villages named South Hazirpara, Koraliamora, Khairatipara, Harishia, Kalkachapara etc. Within one kilometer. No historical sites were found. Not required to relocate local community. Some Household Boundary made of bamboo and tin may need adjustments. That is why 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 but earlier Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. 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>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. Approximately 36 skilled and unskilled workforces are expected to be</p>

	<p>required for the construction work. Among them 9 will be skilled and 27 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, the total numbers of workers will be hired from the local workforces as required by the implementation contractors. Skilled unskilled both workers available in this proposed area.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that the unskilled workforces are available in the locality but implementing contractors need to hire skilled workforce from outside 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? Answer: 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 skill level 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? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation inside the construction site as they will come to work from their own residence but maximum skilled labor who will come from outside of the project site, they need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside labors.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area? Answer: The size of the local population of the project area, including males and females, is around 6325.</p> <p>✓ What is the size of the host Rohingya community? Answer: All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 05 km 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? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: The contact between the local community and outsiders are always frequent.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: 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"> • 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.
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>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired workers 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>Answer: 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>Answer: The expected duration of the incoming workers presence in the community may be 2 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another. • Different Diseases may spread in the area for over population.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted 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>Answer: 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>Answer: 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 improved 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?		✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary				

stakeholders and provide their observations in the following sections (13 to 20)
<p>13: Who are the stakeholders of the project?</p> <p>Answer: 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.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: 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.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: 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?</p> <p>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.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer:</p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • 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. • Different types of diseases may spread for over population.
<p>20: 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>Answer: The project authority conducted several consultations with the potential affected community and people. During site selection period LGED officials 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 Design and supervision consultant and PIU consultant of LGED also organized 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"> • 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.

- The participants 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 improved at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

**Annex-06: Social Screening of Durongkhali Station to Mohajon Para Community Clinic Road
(Package Number: EMCRP/W-20.04)**

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:

One Brick Flat Soiling (BFS) & Earthen road will be improved under the proposed sub-project (Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 to Ch. 1460m). It will be improved on existing alignment which is situated in Haldiapalong union, ward no.-08 under Ukhia Upazila of Cox's Bazar district. This road has started from Dhrumkhali Hazirpara (Cox's Bazar-Teknaf highway) stretching 1460 meters from East side to West side. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Rumkha Boubazar (200m), Chandrabunia playground and mosque & Madrasah (250m), North Napitpara Loknath Mondir (200m), Gunarpara Jagannath Mondir (180m), Muktijoddha Smriti Girl's High School (300m), Moriccha bazar (400m), at south side Chowdhurypara graveyard (150m), Rumkha Hazirpara mosque (150m), Chowdhurypara mosque & orphanage (200m), Chowdhurypara GPS (200m), Chemonbahar bokhtiar junior High School (200m), Rumkhapalong Dakhil Madrasah & jame mosque (400m), Sheed A.T.M Jafor Alom Diabetics Hospital (400m), Rumkha Nadborpara graveyard & Cremation (450m), Rumkha bazar (450m), at east side Hazirpara graveyard (100m), Janab Alipara mosque, graveyard & orphanage (150m), Sabek Rumkha GPS (300m), Dhrumkhali station (100m), Dhrumkhali Hazirpara mosque & Madrasah (350m), Sheed A.T.M Jafor Alom School & College (450m), Classipara Madrasah & orphanage (250m) and west side Notunpara Mosque & Madrasah (20m), Moddhoswri Mondir (120m), Rumkha Mohajonpara Moitry Bihar (150m), north Dhrumkhali Mohajonpara GPS (200m), Mohajonpara Community clinic (5m), Mohajonpara Swarasati Mondir (40m), Mohajonpara Durga Mondir (200m), Rumkha old Bihar (30m), Ideal Kindergarten & Ideal junior High School (150m), Napitpara Hori Mondir (10m), Napitpara Kali Mondir (100m), Rumkha Gunarpara Central Shib Mondir (25m), Khalparpara mosque (40m), Khalparpara cremation & graveyard (50m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. Numbers of Host communities' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:0

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. For drainage of rain water 10 nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 77.0m, Ch. 161.0m, Ch. 420.0m, Ch. 468.0m, Ch. 535.0m, Ch. 941.0m, Ch. 1148.0m, Ch. 1223.0m, Ch. 1265.0m & 1352.0m of chainage and 1 no. Box Culverts (dimension: 2.00mX1.60m) at Ch. 140.0m of chainage, 631.0 m L-Drain at different chainage, 67.0m Guide wall (3.0m Height) at Ch. (610.0m-656.0m=46.0m) & (1.0m Height) at Ch. (1244.0m-1265.0m=21.0m) of chainage, 46.0m Retaining wall (3.0m Height) at Ch. (610.0-656.0m; R/S) will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944090
Package No:	EMCRP/W20.04
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	08
Proposed Chainage	1460m
Distance from Upazila Head quarter	08 Km
Present Condition of Road	Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°29'13.86" N Longitude Value: 92°09'94.77" E
Road Ending Point Coordinates	Latitude Value: 21°29'45.61" N Longitude Value: 92°08'72.01" 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: In this proposed sub-project, there is no historical and Archeological structure. In consultation meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that 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 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>Answer: No foreign workers will be needed for the remaining construction work based on FGD. Approximately 30 skilled and unskilled workforces are expected to be required for the construction work. Among them 8 will be skilled and 22 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: 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? Answer: 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.</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? Answer: Unskilled labor is available in this area; So, they can be trained within a reasonable timeframe to meet project requirement.</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? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation inside the construction site. But maximum skilled labor coming from outside of the project site, need to have a temporary shed for accommodation. The size of workers shed in the camp 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? Answer: The size of local population in the project area is near about 10935. Both are Male and Female. Total Households-2187.</p> <p>✓ What is the size of the host Rohingya community? Answer: This proposed sub project is total host community, so there are no Rohingya people near the proposed road. The Rohingya camp is 11 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? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: The frequency and extent of contact between the local community and outsiders is very high.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: 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"> • 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.
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	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background? Answer: 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</p>

community could create adverse impacts?	<p>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>Answer: 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>Answer: one and half year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: yes, the 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>Answer: Yes, the 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>Answer: 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 improved 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?		√		N/A, 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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.

20: 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 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.
- The participants 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 improved 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:**

One BC road will be improved under the proposed sub-project (Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 0.978m-Ch.1860m). It will be improved on existing alignment which is situated at Ratnapalong union, ward no.-07 in Ukhia Upazila of Cox's Bazar District. This road has started from near Telipara Jame Mosque stretching 882 meters from West side to North side. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Chengchori chorra (500m), Ratnapalong UP Office (800m), Ratnapalong UP jame mosque (800m), at south side Reju khal (1km), Jambunia chorra (500m), North Pukuria Mosque & graveyard (500m), at east side Ruhuler Deba GPS (1km), South Ratna Baytus Sharof mosque including Madrasah, Hafezkhana & graveyard (20m) and at west side Dakhin Ratna Mojaherghona GPS (10m), Telipara Mosque, graveyard & Forkania Madrasah (15m), Shadrikata jame mosque (200m), Cox's bazar-Teknaf Highway (1km). No scope to disturbance by this sub-project which bring religious and cultural values to the community people.

Sub-project Location:

The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water **8 nos. Cross Drain** (dimension: 0.975mX 0.975m) at Ch. 1008.0m, Ch. 1249.0m, Ch. 1346.0m, Ch. 1411.0m, Ch. 1430.0m, Ch. 1534.0m, Ch. 1614.0m & Ch. 1718.0m of chainage, **294.0 m L-Drain** at different chainage, **422.0m U-Drain** at different chainage, **112.0m Guide wall** (1.5m Height) at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944091
Package No:	EMCRP/W20.05
District	Cox's Bazar
Upazila	Ukhiya
Union	Ratnapalong
WARD	07
Proposed Chainage	882m
Distance from Upazila Head quarter	4.50 Km
Present Condition of Road	Bituminous Carpeting (BC)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°26'88.69"N Longitude Value: 92°11'47.03" E
Road Ending Point Coordinates	Latitude Value: 21°27'29.59"N Longitude Value: 92°11'40.86" 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 range of Proposed sub-project there is no historical and Archeological structure that is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that in this sub-project area, no elephant migration routes exist. Elephant migration routes

were about 5-6 km away from this sub-project. No disturbance is anticipated due to construction activities to those social components. 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? Answer: No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 18 skilled and unskilled workforces are expected to be required for the construction work. Among them 5 will be skilled and 13 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the non-skilled workforces are available in the locality but 10% skilled workforces need to hire from outside 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? Answer: Unskilled labor is available in the proposed project area; So, they can serve the purpose of skill labor by receiving skilled training by the contractor within a reasonable time frame to meet project requirements.</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? Answer: Most of the workforces expected to be hired from local community, they will work from their own residence and they do not have required for accommodation inside the construction site. But some skilled labor coming from outside of the project site, they need to have a temporary shed for accommodation for construction period. 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? Answer: The size of local population in the project area is near about 6935. Both are Male and Female.</p> <p>✓ What is the size of the host Rohingya community? Answer: This proposed sub project is total host community, so there are no Rohingya people near the proposed road. The Rohingya camp is 10 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? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p>

	<p>Answer: The frequency and extent of contact between the local community and outsiders are available and good.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: 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"> • Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximity.
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>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scarce 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>Answer: one year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: 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>Answer: 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
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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 improved 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?	√			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due to road construction.
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?	√			Few Rain trees will be lost due to construction of proposed road.
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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary				

stakeholders and provide their observations in the following sections (13 to 20)
<p>13: Who are the stakeholders of the project?</p> <p>Answer: local community, People of both side of the road, 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.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: 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.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: 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?</p> <p>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.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer:</p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • 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.
<p>20: 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>Answer: The project authority 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"> • 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 local 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.

- The participants 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 improved at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-08: Social Screening of R&H Road to Md. Ali Vita Road (Package Number: EMCRP/W20.06)

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:

One Brick Flat Soiling (BFS) road will be improved under the proposed sub-project (Improvement of R&H Road to Md. Ali Vita Road by BC from Ch. 0.00 - Ch. 1065m). It will be improved on existing alignment which is situated under Rajapalong union, Ward-06 of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from the shop of Shona Mia Chourasta, near R&H Road. Boruapara-500m, Mohammed Ali vita-1km, Muhuripara-500m Shilar Chora-500m, East Fuliapara-100m all this villages are around the proposed road. 06 Mosque and 03 Madrassa looked on this proposed project area. 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 and improvement with Bituminous Carpeting (BC) options. For drainage of rain water **2 nos. box Culvert** (dimension: 2.0mX1.60m) at Ch. 800.0m & Ch. 990.0m of chainage and **1 no. Cross Drain** (dimension: 0.975mX 0.975m) at Ch. 937.0m of chainage, for mountain eel water drainage during rainy season **68.0 m L-Drain** at Ch. (903.0m-971.0m; R/S) and **38.0m U-Drain** at different chainage will be constructed that's has been included in the estimation. Due to the low land in different chainage for protection work of the road **304.0m Guide wall** at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944093
Package No:	EMCRP/W20.06
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	06
Proposed Chainage	1065m
Distance from Upazila Head quarter	02 Km
Present Condition of Road	Brick Flat Soiling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°23'61.67" N Longitude Value: 92°14'23.06" E
Road Ending Point Coordinates	Latitude Value: 21°23'78.61" N Longitude Value: 92°14'74.44" 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 R&H Road to Md. Ali Vita Road was totally host community. There is no historical and Archeological structure and no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In the sub-project location has many socio-cultural assets located, but that will not be affected by the construction work. No Elephants corridors have present in the sub-project area, and no elephant has been found last few years. 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? Answer: No foreign workers will be needed for the remaining period of the project local work forces are available for work in the proposed project area for construction work. Approximately 21 skilled and unskilled workforces are expected to be required for the construction work. Among them 05 will be skilled and 16 will be unskilled workforces. Some skilled workforces may be hired from outside of the project area. Un skilled workers are available in the project area as required.</p> <p>✓ Can the project hire workers from the local workforce? Answer: 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? Answer: Based on consultation with local stakeholders, it has revealed that non skilled workforces are available in the locality but implementing contractors need to hire skilled workforce from outside 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? Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</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? Answer: Most of the workforces expected to be hired from local community, they will come to work from their own residence and they do not have required for accommodation inside the construction site. 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 in the camp 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? Answer: The size of local population in the project area is near about 7000. Both male and female. About 1600 households live in the sub-</p>

	<p>project area.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 2km 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>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: 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"> • 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.
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>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. 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>Answer: 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>Answer: one year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor.</p>

	<p>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>Answer: 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>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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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 improved 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?		✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural		✓		People access to communal facilities

resources, communal facilities and services?				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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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; <ul style="list-style-type: none"> • 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. 				
20: 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.
- The participants 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 improved at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-09: Social Screening of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road (Package Number: EMCRP/W20.07)

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:

R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road will be improved by BC from Ch. 00 - Ch. 468m. The Sub-Project is categorized as a village road-A. This sub-project improved on existing alignment which situated at Rajapalong union, Ward- 06 under Ukhia Upazila of Cox's Bazar district. This road starts from Kalu Haji's house and end at west Foliapara Gonarpara culvert. Two types formation found on this road. About 01meter to 164 m is flat soling and the rest of the part is earthen road. A large Number of host community people are benefitted by implementation of the sub-project directly.

B-project Location:

Proposed road is situated within the catchment area of Hajirpara Village stretching 468 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 03 no. of Cross Drain (Size: .975mmX .975mm), 106 meters of Guide Wall, 251 meters of palisading wall, 110 meters of L-drain, 87 meters of RCC Cast in Situ Pile. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422944095
Package No:	EMCRP/W20.07
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong

WARD	06
Proposed Chainage	468m
Distance from Upazila Head quarter	1.9 Km
Present Condition of Road	Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°23'62.87"N Longitude Value: 92°13'65.35" E
Road Ending Point Coordinates	Latitude Value: 21°23'55.78" N Longitude Value: 92°13'22.9" 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? Answer: The foreign workers are no need for the remaining period of the project. In construction work approximately 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 07 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? Answer: The project hired well enough unskilled workers form the local workforce as many as project required. Some killed 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? Answer: 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? Answer: 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</p>

	<p>required?</p> <p>Answer: 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>Answer: The size of local population in the project area is near about 2200. Both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: 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>Answer: 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>Answer: 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 3000 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>Answer: 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"> • 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.
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>Answer: 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>Answer: 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</p>

	<p>the community?</p> <p>Answer: 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>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: 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>Answer: 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 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?		✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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; <ul style="list-style-type: none"> • 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-10: Social Screening of Moheshkhali Para Sea Beach Rd.-Mondar Dail Road (Package-20.08)
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:

Moheshkhali Para Sea Beach Rd.-Mondar Dail Road will be improved by BC from Ch.00-Ch.2386m. This sub-project improved on existing alignment which situated at Union – Teknaf Sadar, Village - Kochubunia, Word - 01 under Teknaf upazila in Cox's Bazar District. At present, Condition of the proposed road is Bituminous Carpeting (BC) road. This road starts at Teknaf sea beach road and ends in Mondar Dail 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 05 no. of **Cross Drain** (of different dimensions), 04 numbers of **Box Culvert**, 686 meters of **palisading wall**, **T-Section** at different chainage. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422904011
Package No:	EMCRP/W20.08
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf Sadar
WARD	01
Proposed Chainage	2386m
Distance from Upazila Head quarter	07 Km
Present Condition of Road	Bituminous Carpeting (BC)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20°85'00.82"N Longitude Value: 92°28'15.98" E
Road Ending Point Coordinates	Latitude Value: 20°84'09.3" N Longitude Value: 92°28'75.11" 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 cultural, archaeological, religious sites within 1 kilometer of site includes including Notun Mosque/Mohila Madrassa(150ft), Ehsan Shojib Jame Mosque(50ft), Bishnu Mondir(3km), MP Bodi GPS (2km to the South-East) to the east. Chanduripara GPS (1km), Baytosh Shorok Madrassa (1km) to the south. Households (within 500m) to the west. Jaliapalong Forest office (500m), Kochubunia GPS (2km), Jania Mosque (1.5km) to the north. 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? Answer: 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 48 skilled and unskilled workforces are expected to be required for the construction work. Among them 12 will be skilled and 36 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: 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? Answer: 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? Answer: 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? Answer: 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? Answer: The sizes of local population in the project area are near about 10350. Male-5300 and female-5050.</p> <p>✓ What is the size of the host Rohingya community? Answer: Proposed sub project is a host community, that's why there is no Rohingya people near the proposed area. The Rohingya camp is near about 20km 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? Answer: 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? Answer: 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</p>

	<p>considered?</p> <p>Answer: 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"> • 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.
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>Answer: 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>Answer: 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>Answer: 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>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: 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>Answer: 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?		✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				

<p>13: Who are the stakeholders of the project?</p> <p>Answer: 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.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: 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.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: 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?</p> <p>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.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • 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.
<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>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;</p> <ul style="list-style-type: none"> • 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-11: Social Screening of Shah Parir Dip GC-Beach Road (Package Number: EMCRP/W20.09)

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:

Shah Parir Dip GC-Beach proposed road will be improved by BC from ch.00-1416m. To improve the road by existing alignment which situated at Union - Sabrang, Word - 07 under Teknaf Upazila in Cox's Bazar District. At present, Condition of the proposed road is Bituminous Carpeting (BC) road. These roads started from Teknaf to BDR Camp road and go through west side & connect end point of Beribadh of Shah Porir Dip. People of the subproject area are very much optimistic about the success of the project and are also eager to participate in the project activities. The subproject is socially acceptable.

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), 278 meters of Guide Wall, 40 meters of palisading wall and T-Section at different chainage. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422904021
Package No:	EMCRP/W20.09
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	07
Proposed Chainage	1416m
Distance from Upazila Head quarter	08 Km
Present Condition of Road	Bituminous Carpeting (BC)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20°76'87.11"N Longitude Value: 92°32'57.76" E
Road Ending Point Coordinates	Latitude Value: 20°76'76.06" N Longitude Value: 92°31'73.56" 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: Dangapara GPS (100ft) to the east. Jyonti Mosque and Madrassa (100m), North Majorpara

Graveyard (100ft), Khalid bin Walid (Ra :) Jame Mosque (30ft) to the south. Households (within 500m) to the west Households (within 500m) to the north. The proposed sub-project, there is no historical and Archeological structure. So, there is no generating 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 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? Answer: 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 28 skilled and unskilled workforces are expected to be required for the construction work. Among them 07 will be skilled and 21 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: 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? Answer: 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? Answer: 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? Answer: 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? Answer: The sizes of local population in the project area are near about 5625. Male and Female both.</p> <p>✓ What is the size of the host Rohingya community? Answer: This proposed sub project is total host community, so there are no Rohingya people near the proposed road. The Rohingya camp is 14 km 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>Answer: 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>Answer: 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>Answer: 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"> • 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.
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>Answer: 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>Answer: 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>Answer: 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>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: Local people are very much aware of local labors but they do not</p>

	<p>have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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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?		✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • 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-12: Social Screening of Sabrang Pandal Para North Achar Bonia Road (Pkg: W20.10)

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:

Sabrang Pandal Para North Achar Bonia Road will be improved by BC from Ch. 00 - 650m. To improve road by existing alignment which situated at Union - Sabrang, Village – Pandal Paizan Sabrang, Ward - 05 under Teknaf Upazila in Cox's Bazar District. At present, Condition of the proposed road is Brick Flat Soiling (BFS). This road starts at Pandal Para Road Point Teknaf to Shah Porirdip Main Road. Ending Point of this road is Akber Bunia Nurul Haque Fakir's House Site. Shah Porir Dip and Sea Area is famous in this Location.

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), 42 meters of Guide Wall, 446 meters of palisading wall and T-Section at chainage 88m. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422904023
Package No:	EMCRP/W20.10
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	05
Proposed Chainage	650m
Distance from Upazila Head quarter	07 Km
Present Condition of Road	Brick Flat Soiling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20°82'36.91"N Longitude Value: 92°30'30.83" E
Road Ending Point Coordinates	Latitude Value: 20°82'70.28" N Longitude Value: 92°30'85.56" E
Land ownership	Government Land

Expected construction period: 270 (Two hundred Seventy) days.
<p>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:</p> <p>Answer: The project intervention area Sea, water bodies 2 Km. away from the project. The Naf river is 2Km east of the Proposed Sub-project. 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.</p>

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>Answer: 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 13 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 10 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: 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>Answer: 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>Answer: 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>Answer: 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>Answer: The sizes of local population in the project area are near about 2850. Male-1350 and Female-1500. Total Households-550.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 10 km 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>Answer: 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>Answer: 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>Answer: 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"> • 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.
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>Answer: 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>Answer: 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>Answer: 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>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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? Answer: 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? Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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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?				✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas						
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				✓		No scope to change site location.

adverse impact on social and economic activities?				
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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; <ul style="list-style-type: none"> • 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; <ul style="list-style-type: none"> • 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-13: Social Screening of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road (Package Number: EMCRP/W20.11)

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:

One Herring-Bone-Bond (HBB) road will be constructed under the proposed sub-project. This road will be improvement by BC road at South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road from Ch. 00 -Ch. 2000m. It will be constructed on existing alignment which situated at Sabrang union, Ward-05, in Ukhia Upazila of Cox's Bazar District. Proposed road is situated within the catchment area of Pandalpara, Degillar Bill, South Acharbonia stretching 2000 meters. This road starts at main road of union Porishod-Teknaf near Shafiq's Shop and New mosque and ends in Jela Parishod 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 South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC road from Ch. 00 - Ch. 2000m. 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 08 no. of **Cross Drain** (Size: .975mmX .975mm), 215 meters of **Guide Wall**, 643 meters of **palisading wall**, **T-Section** at chainage 130. Road safety works are also included in the project activity.

Important Features of Sub-project Location	
Road ID	422904026
Package No:	EMCRP/W20.11
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	05
Proposed Chainage	2000m

Distance from Upazila Head quarter	05 Km
Present Condition of Road	Herring-Bone-Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20°81'95.13"N Longitude Value: 92°30'61.07" E
Road Ending Point Coordinates	Latitude Value: 20°82'12.51" N Longitude Value: 92°31'11.9" 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: Households with homestead gardens (within 500m) to the east. Acharbonia (at starting of road) new mosque and graveyard (20ft), Degillar Beel Jame Mosque/ Graveyard (500m), Sabrang Union Parishad (180m) to the south. Households (within 500m), Acharbonia Jame Mosque (500m) to the north. Sabrang Community center GPS (180m) to the West. Within the influence area of the subproject no historical and Archeological structure sites were identified. 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. 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? Answer: No foreign workers will be needed for the remaining period of the project. In construction work approximately 40 skilled and unskilled workforces are expected to be required for the construction work. Among them 10 will be skilled and 30 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? Answer: 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? Answer: 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? Answer: 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? Answer: Most of the workforces expected to be hired from local</p>

	<p>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? Answer: The size of local population in the project area is near about 11450. Both male and female. Man-6870, Women- 4580. Total Household number 2750.</p> <p>✓ What is the size of the host Rohingya community? Answer: There is no Rohingya people near the proposed road the Rohingya camp is 22 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? Answer: 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? Answer: Both local community and outsiders are around 15000 (Fifteen thousand) peoples frequently visits this area daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: 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"> • 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.
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? Answer: 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? Answer: 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? Answer: 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>Answer: There are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: 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>Answer: 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>Answer: 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?		✓		N/A , 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
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
Information on Displaced Persons:				
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				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: 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? Answer: 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? Answer: 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; <ul style="list-style-type: none"> • Little bit conflict may arise between local community and incoming labors. • 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-14: 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	Different kinds of existing roads (Earthen/FBS/RCC/HBC/BC) with vacant width 4.9 will be improved on government land 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">No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.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.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Number of Complaints✓ Check Grievance register✓ Resolutions against the grievances	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none">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.Code of conduct required for the local labours and outside labours.During construction work, social safeguard compliance will be maintained properly by the contractor.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Labor wages payroll✓ Interview with labour✓ Frequent visit by D&SC and PIU personnel✓ Copy of code of conduct	Weekly basis
	Site Selection & implementing interventions:	No adverse impact may be	<ul style="list-style-type: none">Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Check sub-project Map✓ Checking IUCN	Monthly basis

	Human-elephant conflict	generated			report ✓ Documents check and an Interview of Elephants response team	
	Loss of right to access	No adverse impact will be generated	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. 	PIU consultant, PSC and D&SC	✓ Physical verification ✓ Picture of alternative way	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	✓ Visit to socially sensitive area ✓ Interaction with local community	Monthly basis
	Safety Issues	Low impact may be generated	<ul style="list-style-type: none"> Unauthorized person entry to the proposed site shall be restricted Proper storage and control of hazardous materials on site Health and safety training to the all labors. All the host labors to wear ID cards Child labors are not allowed for any form of activities Site(s) shall be secured by fencing and manned at entry points. 	Construction Contractor	✓ Labor host and storage shed of hazardous materials on site ✓ Training register ✓ ID card of labor ✓ Fencing, entry and exit point	Monthly basis
	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED. 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. Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose 	Construction Contractor	✓ TMP & TCP available in place ✓ Interview of pedestrians and vehicle riders ✓ Signpost, signage, signboard, billboard, leaflet etc. ✓ Report of awareness raising event on traffic management	Monthly basis

			<p>traffic.</p> <ul style="list-style-type: none"> Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds Construct properly designed speed ramps on access roads Traffic signs will be in both Bangla and Rohingya language at appropriate places. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language. 		<ul style="list-style-type: none"> ✓ Physical visit of divert roads ✓ Traffic sign both Bangla and Rohingya language 	
	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> The movement of heavy machinery and equipment shall be restricted to defined routes. Proper signage to be displayed at major junctions. Road diversions and closures to be informed well in advance to the local community. The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes. 	Construction Contractor	<ul style="list-style-type: none"> ✓ 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"> 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. 	Construction Contractor	<ul style="list-style-type: none"> ✓ 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"> 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. Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ 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 workers	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 PIU and D&SC	<ul style="list-style-type: none"> ✓ Check tube well ✓ Water quality test randomly ✓ Check sanitation facilities ✓ Check bathing places 	Weekly basis
	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	<ul style="list-style-type: none"> ✓ 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"> ✓ 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. ✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up. ✓ Local community must be consulted by discloser before start any construction works. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Approval letter/ Consent letter of Local Representative or concern authority ✓ Grievance register and its resolutions 	On weekly or fortnightly basis
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> ✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host. ✓ 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. ✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. ✓ Anti-social activities strictly prohibited 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Checking use of resources by labor ✓ Document checking of awareness building activities ✓ Physical Checking ✓ Grievance register ✓ Interview with local community 	Daily site visit

	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> ✓ Exposure to health events during road improvement activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis: ✓ All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. ✓ Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. ✓ Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas. ✓ 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. ✓ Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. ✓ 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. ✓ Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures before start construction work. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Regular site visit ✓ List of materials such as; Fire extinguisher, first Aid box. ✓ Fitness certificate of equipment provided concern Authority. ✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures ✓ List of Personnel equipment materials ✓ Training document checking ✓ Contractor will be ensured to PMO whether they have recruited SSO & validation of documents. 	Daily site visit/inspection.
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	Traffic Accidents	Low impact may be generated	<ul style="list-style-type: none"> ✓ Clear road markings ✓ Road design to ensure traffic speed is not hazardous given slopes and bends ✓ Recording and reporting of accident incidents to local police station ✓ Annual reporting of accident figures to PSC 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ No. of accident took place ✓ Marking and signage of road ✓ Record of police station and PSC 	Monthly basis
4: Operational Phase	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	Low impact may be generated	<ul style="list-style-type: none"> ✓ Ensure preventative maintenance schedule is followed. ✓ Regular inspections of potential leaking points. 	Union council, Upazila Parishad	<ul style="list-style-type: none"> ✓ Number of complaints received ✓ Check maintenance cost ✓ Physical verification and site visit 	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-15: At a Glance Public Consultation of 11 sub-projects under package number EMCRP/W-20, LGED.

1. Project Stakeholders:

local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, DRP camp, students, teacher, religious leader and implementing agencies and their agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities and in DRP camp etc.

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 in **SL. # 13**.

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 improved 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 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 will be ensured
- ✓ Traffic will be generated, which will increase the economic value of the road as against the investment cost. New employment opportunity will be increased.
- ✓ Security of the communities will be improved as they will get improved access to

institutions. Farmers and producers of the catchment area will get fair price of their commodities due to improve road.

- ✓ 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 improved one at a time.
- ✓ All connecting roads and culverts within the existing alignment need to be improved above flood level standard.

5. Conclusion:

In conclusion, it can be clearly determined that the sub-project (Package W-20) will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

Annex-16: Photographs of Consultation Meeting with Stakeholders under Pkg.-20



Improvement of Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m. Package Number: EMCRP/W20.1 Road ID: 422944084



Improvement of West Jummapara Village Road by BC from Ch.00 - Ch. 1540m. Package Number: EMCRP/W20.2 Road ID: 422944085



Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m. Package Number: EMCRP/W20.3, Road ID: 422944088



Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m. Package Number: EMCRP/W20.4, Road ID: 422944090



Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m. Package Number: EMCRP/W20.5, Road ID: 422944091



Improvement of R&H Road to Md. Ali Vita Road by BC from Ch. 00 - Ch. 1065m. Package Number: EMCRP/W20.6, Road ID: 422944093



Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m. Package Number: EMCRP/W20.7, Road ID: 422944095



Improvement of Moheskhal Para Sea Beach Rd.-Mondar Dail Road by BC from Ch. 00 - Ch. 2386m. Package Number: EMCRP/W20.8, Road ID: 422904011



Improvement of Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m. Package Number: EMCRP/W20.9, Road ID: 422904021



Improvement of Sabrang Pandal Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m. Package Number: EMCRP/W20.10, Road ID: 422904023



Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m. Package Number: EMCRP/W20.11, Road ID: 422904026

Annex-17: Photographs of 11 Sub Project's Present Condition under Pkg.-20



Improvement of Karaibunia to BDR camp Road by BC from Ch. 00 - Ch. 1675m. Package Number: EMCRP/W20.1 Road ID: 422944084



Improvement of West Jummapara Village Road by BC from Ch.00 – Ch. 1540m. Package Number: EMCRP/W20.2 Road ID: 422944085



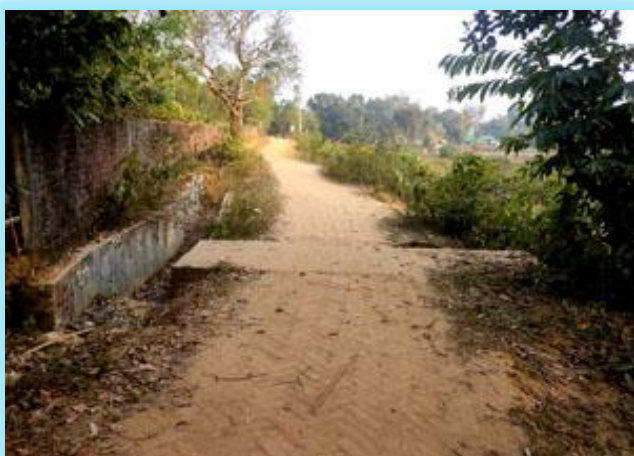
Improvement of Rajapalong UP office-Battali R&H Road by BC from Ch. 00 - Ch. 1816m. Package Number: EMCRP/W20.3, Road ID: 422944088



Improvement of Durongkhali Station to Mohajon Para Community Clinic Road by BC from Ch. 00 - Ch. 1460m. Package Number: EMCRP/W20.4, Road ID: 422944090



Improvement of Muktijuddha Somshar Alam Chowdhury Road by BC from Ch. 978 - Ch. 1860m. Package Number: EMCRP/W20.5, Road ID: 422944091



Improvement of R&H Road to Md. Ali Vita Road by BC from Ch. 00 - Ch. 1065m. Package Number: EMCRP/W20.6, Road ID: 422944093



Improvement of R&H Road Faliapara LGED Road to Ghumarpara Mosque to Hajipara Road by BC from Ch. 00 - Ch. 468m. Package Number: EMCRP/W20.7, Road ID: 422944095



Improvement of Moheskhali Para Sea Beach Rd.-Mondar Dail Road by BC from Ch. 00 - Ch. 2386m. Package Number: EMCRP/W20.8, Road ID: 422904011



Improvement of Shah Parir Dip GC-Beach Road by BC from Ch. 00 - Ch. 1416m. Package Number: EMCRP/W20.9, Road ID: 422904021



Improvement of Sabrang Pandal Para North Achar Bonia Road by BC from Ch. 00 - Ch. 650m. Package Number: EMCRP/W20.10, Road ID: 422904023



Improvement of South Achar Bonia New Mosque-Wapridia-Al-Haz Wali Ahmed Guda Road by BC from Ch. 00 - Ch. 2000m. Package Number: EMCRP/W20.11, Road ID: 422904026

Annex-18 to 28: List of Participants Attended in a Consultation Meeting of 11 Sub-Projects under package number EMCRP/W.20, LGED.

20/01

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

Time: ০১-৫৫ PM

Date: 29/01/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

কক্সবাজারে কক্সবাজারিয়ার হাফ BDR Camp এ

হাফ কক্সবাজার

১০ জনের একটি ফোকাস গ্রুপ আলোচনা করা হয়েছে

কক্সবাজার

কক্সবাজার

আমন্ত্রণপত্রের মাধ্যমে (পরিচয় ও নাম)

ক্রমিক সংখ্যা	নাম	বয়স	পেশা	জাতীয়তা	বাসস্থান
০১	মোঃ জিহাদ হুদুয়া	৪৮	পুরুষ	চাকরি	কক্সবাজার
০২	আবুল হাশেম	৫২	পুরুষ	চাকরি	কক্সবাজার
০৩	আবুল কাশিম	৪৮	৫	৩৩০ চাকরি	কক্সবাজার
০৪	আবুল কাশিম	৬০	১১	১১	কক্সবাজার
০৫	নাজির উদ্দিন	২৬	১১	৩৩০ চাকরি	কক্সবাজার
০৬	ইসলাম	৩২	১১	১১	কক্সবাজার
০৭	মোঃ কবির উদ্দিন	২৮	১১	৩৩০ চাকরি	কক্সবাজার
০৮	আবুল কাশিম	৩৮	১১	৩৩০ চাকরি	কক্সবাজার
০৯	আবুল কাশিম	৩২	১১	১১	কক্সবাজার
১০	আবুল কাশিম	২৮	১১	১১	কক্সবাজার
১১	আবুল কাশিম	২৭	৬	১১	কক্সবাজার
১২	আবুল কাশিম	৩৮	১১	১১	কক্সবাজার
১৩	আবুল কাশিম	৬২	১১	১১	কক্সবাজার
১৪	আবুল কাশিম	৬৭	১১	১১	কক্সবাজার
১৫	আবুল কাশিম	৩৮	১১	৩৩০ চাকরি	কক্সবাজার
১৬	আবুল কাশিম	৬০	১১	১১	কক্সবাজার
১৭	আবুল কাশিম	৬০	১১	১১	কক্সবাজার
১৮	নীল হামিদ	২৫	১১	৩৩০ চাকরি	কক্সবাজার
১৯	মোঃ হামিদ	২৮	১১	১১	কক্সবাজার

20/02

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

Time... ০৭:১০ PM

Date... ১৭/০১/২০২০

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

কক্সবাজার পানির চুক্তিগত ক্ষেত্র
৩৩ টি পরিবার স্থান পশ্চিম কক্সবাজার বালুঘাট মোড়ান

সময়: ০৭:১০ PM
স্থান: ইমার্জেন্সি
উপস্থিত: ৩৩ জন
কক্ষ: কক্সবাজার

অংশগ্রহণকারীদের তালিকা (পরিবার ও ব্যক্তি)

ক্রমিক নং	নাম	বয়স	পুং/মহিলা	পেশা	বাসস্থান
০১	ক্যা: কামাল উদ্দিন	২৮	১১	পশ্চিম কক্সবাজার	কক্সবাজার
০২	জা: নবাব আলমগীর	৩৮	১১	১১	কক্সবাজার
০৩	মো: ইমরুল হক	২৫	১১	১১	ইমরুল হক
০৪	মো: আলমগীর আলম	২৭	১১	১১	ইমরুল হক
০৫	মো: জা: আলমগীর	২৪	১১	১১	কক্সবাজার
০৬	মো: আলমগীর আলম	২০	১১	১১	কক্সবাজার
০৭	মো: আলমগীর আলম	২১	১১	১১	কক্সবাজার
০৮	মো: আলমগীর আলম	২২	১১	১১	কক্সবাজার
০৯	মো: আলমগীর আলম	২৩	১১	১১	কক্সবাজার
১০	মো: আলমগীর আলম	২৪	১১	১১	কক্সবাজার
১১	মো: আলমগীর আলম	২৫	১১	১১	কক্সবাজার
১২	মো: আলমগীর আলম	২৬	১১	১১	কক্সবাজার
১৩	মো: আলমগীর আলম	২৭	১১	১১	কক্সবাজার
১৪	মো: আলমগীর আলম	২৮	১১	১১	কক্সবাজার
১৫	মো: আলমগীর আলম	২৯	১১	১১	কক্সবাজার
১৬	মো: আলমগীর আলম	৩০	১১	১১	কক্সবাজার
১৭	মো: আলমগীর আলম	৩১	১১	১১	কক্সবাজার
১৮	মো: আলমগীর আলম	৩২	১১	১১	কক্সবাজার
১৯	মো: আলমগীর আলম	৩৩	১১	১১	কক্সবাজার
২০	মো: আলমগীর আলম	৩৪	১১	১১	কক্সবাজার

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

Time: 04:30 PM.....

Date: 23/01/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

ইমাজেদী হাফিজ সৌদি বোহিরা কমিউনিটি হেল্পস প্রকল্পে (ই এম সি আর পি)

কাজে যাওয়া সময়সীমা: ৩০ মিনিট - ৪৫ মিনিট
কাজে যাওয়া স্থান: ইমাজেদী হাফিজ সৌদি বোহিরা কমিউনিটি হেল্পস প্রকল্পে

ইমাজেদী হাফিজ সৌদি
কাজে যাওয়া
কাজে যাওয়া
কাজে যাওয়া

অংশগ্রহণকারীদের তালিকা (নাম ও বয়স)

ক্রমিক সংখ্যা	নাম	বয়স	পুরুষ/মহিলা	ইউজার/নন-ইউজার	স্বাক্ষর
১	ডাঃ আব্দুল করিম	৪৫	পুরুষ	ইউজার/নন-ইউজার	আব্দুল করিম
২	ডাঃ আব্দুল হামিদ	৪৫	"	"	আব্দুল হামিদ
৩	ডাঃ আব্দুল আজিজ	৫৫	"	"	আব্দুল আজিজ
৪	ডাঃ আব্দুল	৩৫	"	"	আব্দুল
৫	ডাঃ আব্দুল	৫৫	"	"	আব্দুল
৬	ডাঃ আব্দুল	৬৫	"	"	আব্দুল
৭	ডাঃ আব্দুল	৪৫	"	"	আব্দুল
৮	ডাঃ আব্দুল	৫৫	"	"	আব্দুল
৯	ডাঃ আব্দুল	৪৫	"	"	আব্দুল
১০	ডাঃ আব্দুল	৫০	"	"	আব্দুল
১১	ডাঃ আব্দুল	৫৫	"	"	আব্দুল
১২	ডাঃ আব্দুল	২৫	"	"	আব্দুল
১৩	ডাঃ আব্দুল	২০	"	"	আব্দুল
১৪	ডাঃ আব্দুল	২২	"	"	আব্দুল
১৫	ডাঃ আব্দুল	২০	"	"	আব্দুল
১৬	ডাঃ আব্দুল	২৫	"	"	আব্দুল
১৭	ডাঃ আব্দুল	২০	"	"	আব্দুল
১৮	ডাঃ আব্দুল	২০	"	"	আব্দুল
১৯	ডাঃ আব্দুল	২০	"	"	আব্দুল
২০	ডাঃ আব্দুল	৫৫	"	"	আব্দুল
২১	ডাঃ আব্দুল	৬০	"	"	আব্দুল

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

Time: 11:42 AM

Date: 25/01/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

ইমার্জেন্সি হাফি সেটর রেডিও কনসিলিটেশন প্রোগ্রাম (ই এম সি আর পি)

কলকাতা নগর পৌরসভার নগর প্রশাসন থেকে সহায়তাপ্রাপ্ত ত্রিভুজীয়া হাফিদের হুমদিকলানার
একটি ফোকাস গ্রুপ আলোচনায় অংশগ্রহণকারী ত্রিভুজীয়া হাফিদের নামসমূহ
নামসমূহ
বয়স
পেশা

অংশগ্রহণকারীদের তালিকা (নাম ও বয়স)

ক্রমিক সংখ্যা	নাম	বয়স	পেশা	বয়স	পেশা
১	হুমদিকলানার হাফি	৬৫	কৃষক	হুমদিকলানার হাফি	কৃষক
২	হুমদিকলানার হাফি	৬৩	শ্রমিক	হুমদিকলানার হাফি	শ্রমিক
৩	হুমদিকলানার হাফি	৬৪	হাফি	হুমদিকলানার হাফি	হাফি
৪	হুমদিকলানার হাফি	৬০	হাফি	হুমদিকলানার হাফি	হাফি
৫	হুমদিকলানার হাফি	৫০	হাফি	হুমদিকলানার হাফি	হাফি
৬	হুমদিকলানার হাফি	৬২	হাফি	হুমদিকলানার হাফি	হাফি
৭	হুমদিকলানার হাফি	৫৫	হাফি	হুমদিকলানার হাফি	হাফি
৮	হুমদিকলানার হাফি	৭০	হাফি	হুমদিকলানার হাফি	হাফি
৯	হুমদিকলানার হাফি	৪০	হাফি	হুমদিকলানার হাফি	হাফি
১০	হুমদিকলানার হাফি	৬৫	হাফি	হুমদিকলানার হাফি	হাফি
১১	হুমদিকলানার হাফি	৪৭	হাফি	হুমদিকলানার হাফি	হাফি
১২	হুমদিকলানার হাফি	৬০	হাফি	হুমদিকলানার হাফি	হাফি
১৩	হুমদিকলানার হাফি	৪৪	হাফি	হুমদিকলানার হাফি	হাফি
১৪	হুমদিকলানার হাফি	৫০	হাফি	হুমদিকলানার হাফি	হাফি
১৫	হুমদিকলানার হাফি	২৭	হাফি	হুমদিকলানার হাফি	হাফি
১৬	হুমদিকলানার হাফি	৪২	হাফি	হুমদিকলানার হাফি	হাফি
১৭	হুমদিকলানার হাফি	৩০	হাফি	হুমদিকলানার হাফি	হাফি
১৮	হুমদিকলানার হাফি	৬৫	হাফি	হুমদিকলানার হাফি	হাফি
১৯	হুমদিকলানার হাফি	৪৫	হাফি	হুমদিকলানার হাফি	হাফি
২০	হুমদিকলানার হাফি	৬৫	হাফি	হুমদিকলানার হাফি	হাফি

20(04.2)

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

Time: 11:42 AM.....

Date: 25/09/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

ইমাজেসি মাল্টি সেক্টর রেডিওসি কনইনিস রেসলস প্রোজেক্ট (ই এম সি আর সি)

ଆବଦାନ ନାମ: ଶିଶୁମାରୀ ଚୌଧୁରୀ ଏବଂ ଶ୍ରୀମତୀ ସମ୍ପତ୍ତି କ୍ରିଡ଼ିଟ୍ ଲେଫ୍
 ଓଡ଼ିଶା ବିଧାନସଭା ସଭା ସଭାପତିଙ୍କ ନାମ: ଶ୍ରୀମତୀ ସମ୍ପତ୍ତି କ୍ରିଡ଼ିଟ୍ ଲେଫ୍

१. संविधान
 २. संविधान
 ३. संविधान
 ४. संविधान

कक्षागतपरीक्षाका लागि (भर्नाका लागि)

क्र.सं.	विवरण	प्रमाण	प्रमाण	प्रमाण	प्रमाण
२०	नवमोद विरा	११	१०००	नवमोद विरा	१०००
२१	नवमोद विरा	१२	१०००	नवमोद विरा	१०००
२२	नवमोद विरा	१३	१०००	नवमोद विरा	१०००
२३	नवमोद विरा	१४	१०००	नवमोद विरा	१०००
२४	नवमोद विरा	१५	१०००	नवमोद विरा	१०००
२५	नवमोद विरा	१६	१०००	नवमोद विरा	१०००
२६	नवमोद विरा	१७	१०००	नवमोद विरा	१०००
२७	नवमोद विरा	१८	१०००	नवमोद विरा	१०००
२८	नवमोद विरा	१९	१०००	नवमोद विरा	१०००
२९	नवमोद विरा	२०	१०००	नवमोद विरा	१०००

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

Time: 4:35 AM.....

Date: 27.01.2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

কনসাল্টেট প্রকল্পের আওতাধীন ফোকাস গ্রুপ ডিস্কাসন
১৩ জনের একটি ফোকাস গ্রুপ ডিস্কাসন (১৩ জনের একটি ফোকাস গ্রুপ ডিস্কাসন) ১৩ ফোকাস

ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোগ্রামে
কনসাল্টেট প্রকল্পের আওতাধীন
ফোকাস গ্রুপ ডিস্কাসন
১৩ জনের একটি ফোকাস গ্রুপ ডিস্কাসন

ফোকাস গ্রুপ ডিস্কাসন (১৩ জনের একটি ফোকাস গ্রুপ ডিস্কাসন)

ক্রমিক নং	নাম	বয়স	পেশা	জাতীয়তা	পেশা
১	আব্দুল হক		ফোকাস গ্রুপ ডিস্কাসন	ফোকাস গ্রুপ ডিস্কাসন	
২	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
৩	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
৪	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
৫	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
৬	আব্দুল হক		"	"	ফোকাস গ্রুপ ডিস্কাসন
৭	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
৮	আব্দুল হক		"	"	ফোকাস গ্রুপ ডিস্কাসন
৯	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১০	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১১	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১২	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৩	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৪	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৫	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৬	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৭	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৮	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
১৯	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন
২০	আব্দুল হক	২২	"	"	ফোকাস গ্রুপ ডিস্কাসন

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Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অসহী ভিত্তিক রোহিঙ্গা শরণার্থী মোকাবেলায় মানসিক সেবার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

তারিখ: 3-20-20

তারিখ: 27-01-20

উপস্থাপক/অধ্যক্ষের নাম:

সহ নির্বাহী প্রকল্প: রোহিঙ্গা শরণার্থী (আইসি)

স্থান: হাজরাগাঁও, পানচ-৬, হাজরা উপজিলা, হাজরা উপজিলা, জেলা: হাজরা

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স):

ক্রমিক	নাম	বয়স	পুরুষ/মহিলা	জাত	বয়স/উপজিলা
১.	শ্রীমতী হাজরা আদী	৬৫	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
২.	শ্রীমতী হাজরা আদী	২৭	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৩.	হাজরা আদী	৫৫	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৪.	শ্রীমতী হাজরা আদী	১৭	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৫.	হাজরা আদী	৬৫	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৬.	হাজরা আদী	৭২	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৭.	হাজরা আদী	২৩	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৮.	শ্রীমতী হাজরা আদী	১৮	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
৯.	হাজরা আদী	৮৩	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮
১০.	হাজরা আদী	৭১	✓	রোহিঙ্গা শরণার্থী	২২/৬২/৮

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

Time: 03:00 PM

Date: 27/01/2021

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

কলকাতা নগর R & H ডিভিশন, Kolkata, India এর বর্তমান পরিস্থিতি অনুযায়ী
একটি ফোকাস গ্রুপ আলোচনা সভা অনুষ্ঠিত হয়েছে।
অংশগ্রহণকারীরা হলেন: জনাব উদিতা
উদিতা উদিতা
জনাব উদিতা

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স)

ক্রমিক সং.	নাম	বয়স	পুরুষ/মহিলা	বাস	বাস
১	তামিজুল হক	২২	M	শ্রীমতী মল্লিক	কলকাতা
২	জামিলাহুন্নীসা	২৬	FL	শ্রীমতী মল্লিক	কলকাতা
৩	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
৪	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
৫	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
৬	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
৭	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
৮	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
৯	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১০	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১১	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১২	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৩	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৪	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৫	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৬	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৭	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৮	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
১৯	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
২০	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
২১	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
২২	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
২৩	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা
২৪	জামিলাহুন্নীসা	২৬	M	শ্রীমতী মল্লিক	কলকাতা

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Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

আবগতি বিধিগত প্রোগ্রামা শব্দকট প্রকল্পকল্পের অধি নিয়ন্ত্রিত প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

তারিখ: ৩১/০১/২০১৯

তারিখ: 31/01/2019

উপস্থাপন/অধ্যক্ষের নাম: Subram Pandelparam North Achachpura Road

বাস স্থান: Subram Pandelparam

সংখ্যা: Subram ১০০০ ১০০০ ১০০০ ১০০০ ১০০০ ১০০০ ১০০০ ১০০০ ১০০০ ১০০০

আবগতিবিধিগত প্রকল্প (নিয়ন্ত্রিত প্রকল্প):

ক্র.সং.	নাম	বয়স	পুরুষ/মহিলা	জাত	স্বাক্ষর/সিগনেচার
১	মহাশয়	২৫	✓	মহাশয়	✓
২	মহাশয়	২৭	✓	মহাশয়	✓
৩	মহাশয়	৩০	✓	মহাশয়	✓
৪	মহাশয়	২৫	✓	মহাশয়	✓
৫	মহাশয়	২৭	✓	মহাশয়	✓
৬	মহাশয়	২৫	✓	মহাশয়	✓
৭	মহাশয়	২৫	✓	মহাশয়	✓
৮	মহাশয়	২৮	✓	মহাশয়	✓
৯	মহাশয়	২৬	✓	মহাশয়	✓
১০	মহাশয়	৩০	✓	মহাশয়	✓
১১	মহাশয়	৩০	✓	মহাশয়	✓
১২	মহাশয়	৩২	✓	মহাশয়	✓
১৩	মহাশয়	২৮	✓	মহাশয়	✓
১৪	মহাশয়	২৮	✓	মহাশয়	✓
১৫	মহাশয়	৩০	✓	মহাশয়	✓
১৬	মহাশয়	৩০	✓	মহাশয়	✓

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Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

আবুদী ডিভিডে রেডিও সেক্টর মোকাবেলায় মানি লেটার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময়: 4:30 PM

তারিখ: 21-01-20

উপস্থান/অফিসের নাম: South Acharhata Union, Moulvibazar, Dhaka

কো ডিভিড প্রকল্প: EMCRP, আবুদী সেক্টর

ফোকাস গ্রুপ: ১

তারিখ: 5 জানুয়ারি ২০২০

উপস্থান: পি. বি. রোড, পলাশা, কক্সবাজার

আয়োজকসমূহের তালিকা (পরিচয় ও স্বাক্ষর):

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	পদবী	স্বাক্ষর/সিগনেচার
1.	মুহাম্মদ হুসাইন	22	✓	স. আবুদী সেক্টর	
2.	আবদুল হক	72	✓	স. আবুদী সেক্টর	
3.	মুহাম্মদ আবদুল হক	22	✓	স. আবুদী সেক্টর	
4.	মুহাম্মদ আবদুল হক	20	✓	স. আবুদী সেক্টর	
5.	মুহাম্মদ আবদুল হক	28	✓	স. আবুদী সেক্টর	
6.	মুহাম্মদ আবদুল হক	22	✓	স. আবুদী সেক্টর	
7.	মুহাম্মদ আবদুল হক	29	✓	স. আবুদী সেক্টর	
8.	মুহাম্মদ আবদুল হক	20	✓	স. আবুদী সেক্টর	
9.	মুহাম্মদ আবদুল হক	20	✓	স. আবুদী সেক্টর	
10.	মুহাম্মদ আবদুল হক	20	✓	স. আবুদী সেক্টর	
11.	মুহাম্মদ আবদুল হক	36	✓	স. আবুদী সেক্টর	
12.	মুহাম্মদ আবদুল হক	36	✓	স. আবুদী সেক্টর	
13.	মুহাম্মদ আবদুল হক	32	✓	স. আবুদী সেক্টর	
14.	Nasiruddin	24	male	স. আবুদী সেক্টর	