



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-18 (Included 06 Sub Projects)**

Funded by:



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

 Development Design Consultants Ltd.

September 2020

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Abbreviations

| Abbreviations | Descriptions |
|---------------|---|
| ARIPA 2017 | Acquisition and Requisition of immovable property Act, 2017 |
| 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:

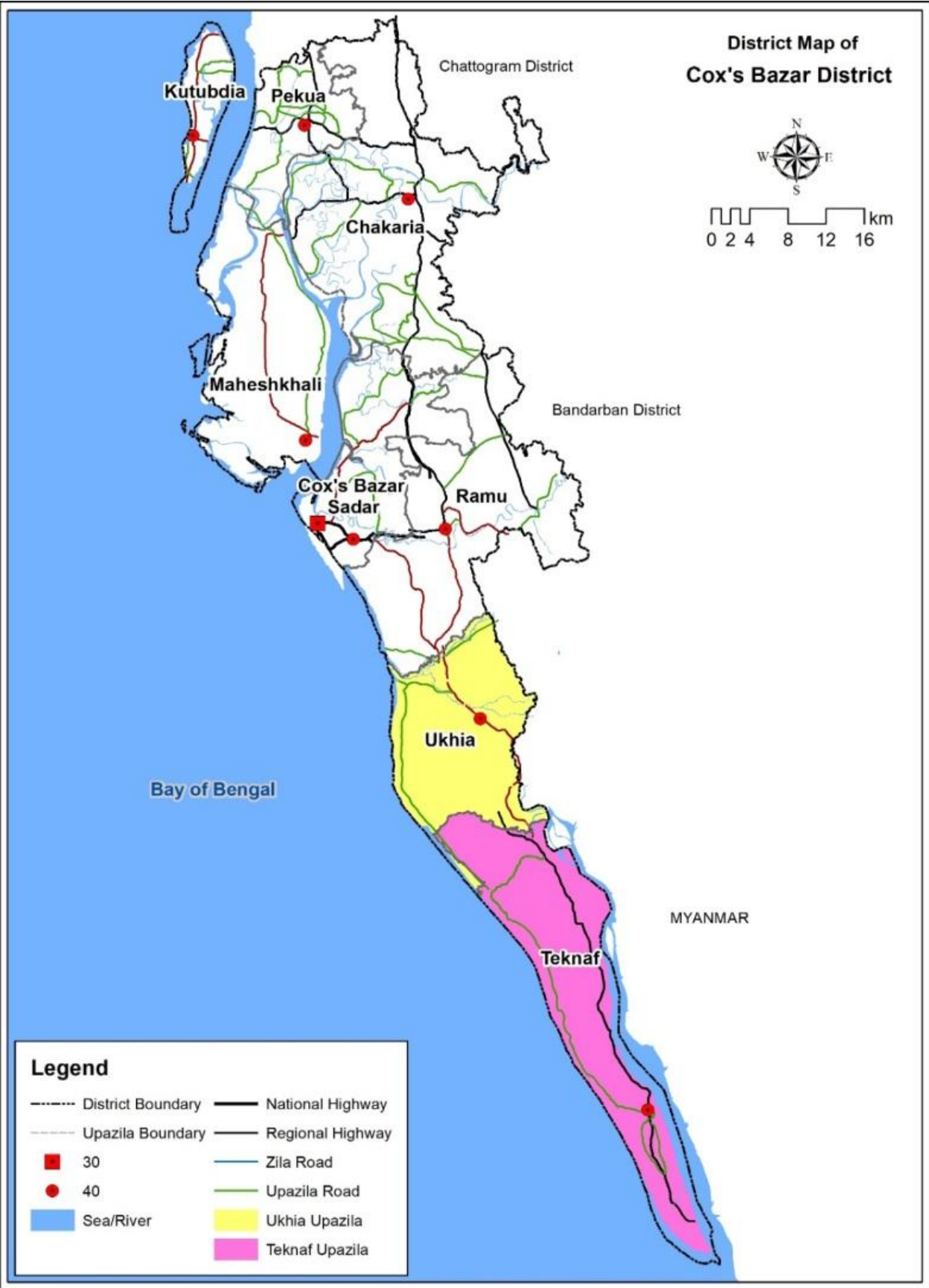
The Local Government Engineering Department (LGED) under the ministry of Local Government, Rural Development and Cooperatives (MoLGRD&C) is one of the government agencies to implement Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) financed by the World Bank. There are 25 work packages under the activities of Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) of Local Government Engineering Department (LGED) and among them thirteen are Improvement of Road packages. This screening report is being prepared for road package no. EMCRP/W-18 comprising 6 sub projects within the host community following the guidelines of ESMF and RPF (sub projects list is mentioned details in the “location of sub projects” sl. #-2). Existing 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. LGED & D&SC team has conducted screening and results indicates that no trees, structures, community properties or any other assets will be affected by the implementation of sub-project interventions. 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 slope owned by government. So, Land acquisition and population displacement/relocation is not expected. LGED & D&SC team has conducted screening at all sub-projects under package W-18 following the guidelines of ESMF and RPF.

2. Location of Sub-Projects

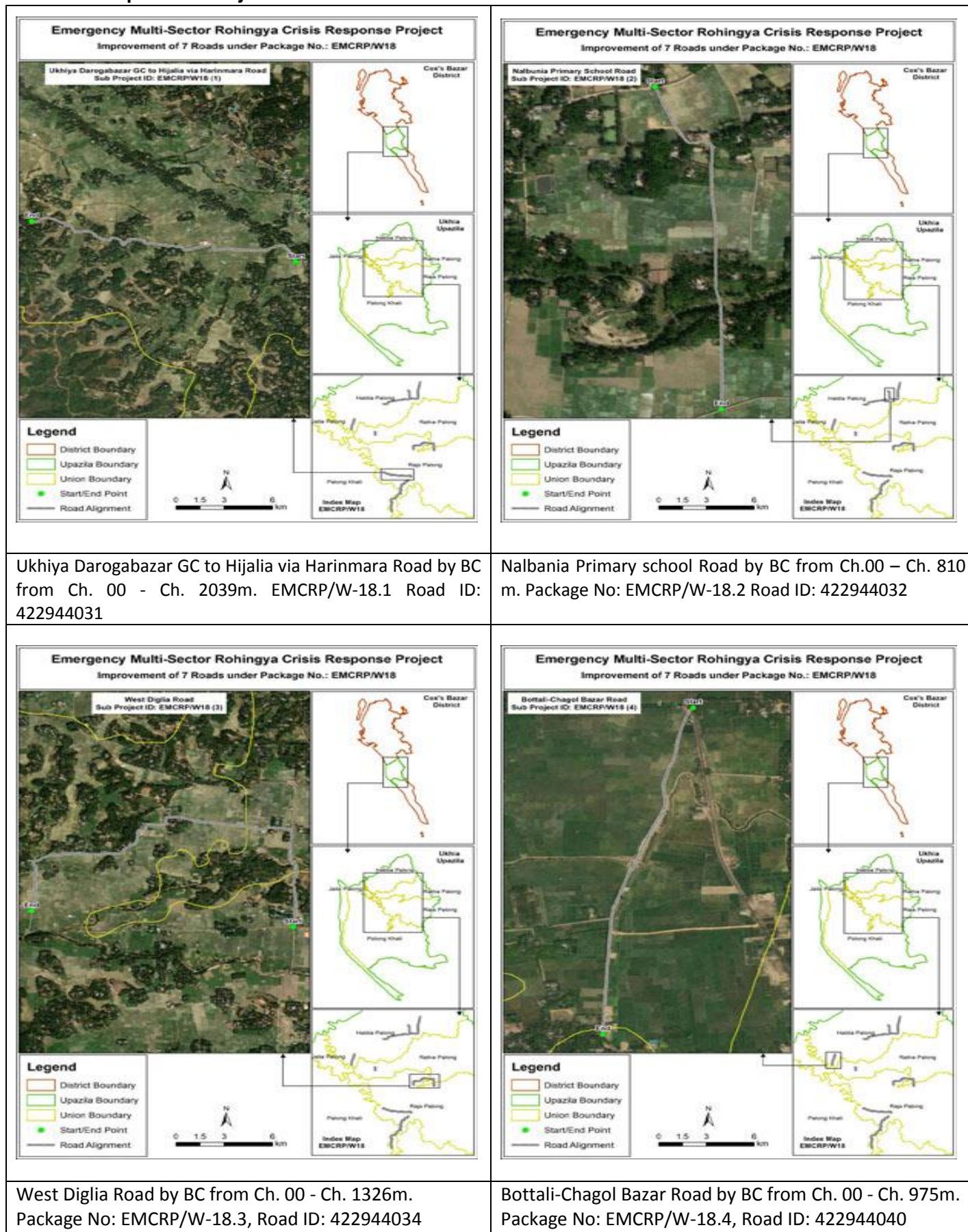
| Name of District | Name of Upazila | Package and Sub Package Number | Sub-Project Name & ID | Length (Meter) | Within the DRP Camp (Meter) | Within the Host Communities (Meter) | Average Width (Meter) Crest-3.7 Both Slope-0.6 | Intervention Types |
|------------------|-----------------|--------------------------------|--|----------------|-----------------------------|-------------------------------------|--|---|
| Cox's Bazar | Ukhiya | W.18 (18.1) | Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from Ch. 00 - Ch. 2039m. Road ID: 422944031 | 2039 | - | 2039 | 4.9 | Existing BFS roads will be paved which are entirely government lands. |
| | Ukhiya | W.18 (18.2) | Improvement of Nalbania Primary school Road by BC from ch.00 - Ch. 810m. Road ID: 422944032 | 810 | - | 810 | 4.9 | Existing BFS roads will be paved which are entirely government lands. |
| | Ukhiya | W.18 (18.3) | Improvement of West Diglia Road by BC from Ch. 00 - Ch. 1326m. Road ID: 422944034 | 1326 | - | 1326 | 4.9 | Existing BFS roads will be paved which are entirely government lands. |
| | Ukhiya | W.18 (18.4) | Improvement of Bottali-Chagol Bazar Road by BC from Ch. 00 - Ch. 975m. Road ID: 422944040 | 975 | - | 975 | 4.9 | Existing BFS roads will be paved which are entirely government lands. |
| | Ukhiya | W.18 (18.5) | Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 - Ch. 1255m. Road ID: 422944062 | 1255 | - | 1255 | 4.9 | Existing BFS roads will be paved which are entirely government lands. |
| | Ukhiya | W.18 (18.6) | Improvement of Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 - Ch. 5820. Road ID: 422944044 | 3720 | - | 3720 | 4.9 | Existing BFS roads will be paved which are entirely government lands. |

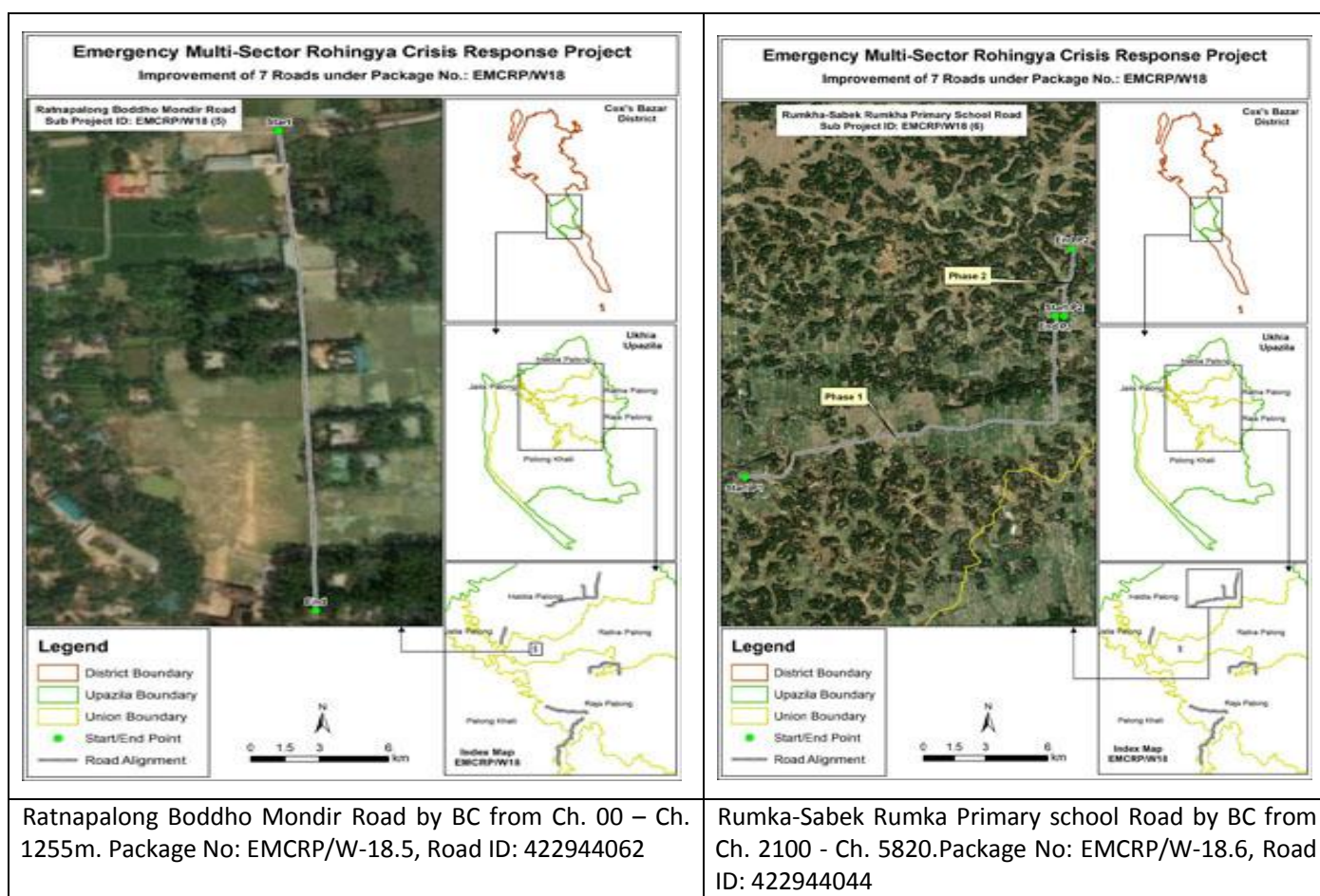
The Project Map and details location of sub-projects are given below;

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



4. Map of Sub-Project Location





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 and Impacts:

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

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

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

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

However, due to change of alignment or if any new impacts are identified, mitigation measures will be taken according to RPF and ESMF. No squatters or vendors will be affected by the project. No tribal peoples are identified during screening survey.

Overall, the sub-project impact will be positive.

6.1. Existing Scenario of Proposed Roads:

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

6.2. Construction induced impact issues:

Since, improvement of the road is being implemented in an existing road alignment and it's a government-owned land, there is no land acquisition or any kind of relocation needed. However, during improvement of roads, movements of heavy vehicles for carrying construction materials may cause damage of road or assets. If any damages are reported, LGED will hold consultations with union Parishad and local communities along with contractors and Host focal points to take mitigation measures according to ESMF and RPF.

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

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

The LGED has conducted necessary consultations with stakeholders regarding the construction yard. It has been confirmed that the contractor will use vacant government land as a construction yard during 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.

6.4. Road Connectivity & Feature Benefit:

All the proposed roads will be connected with the nearby existing BC road. The main target of constructing the 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, people 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. In addition, the following facilities will be added in this locality as well as national economy;

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related needs goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights
- Reduced pollution and GHG emissions
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of these road peoples of this locality easily get the transports to move to the hospital without any trouble.
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- 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.

6.5. Impact Mitigation Measures

Apart from the land required for the roads, more land is required for the new road construction sites for establishing temporary facilities, such as contractor labor shed, materials stack yard and store etc. In such cases, the contractor can arrange land for temporary works from outside of the alignment. At the road sites where work will begin soon, LGED will make sure the land is free and available, or the owners are adequately compensated in cases of private land being used, without subjecting them to undue influence or force. PMU will follow up the matter. Here it is mentioned that most of the construction contractors try to use government lands to stack materials for avoiding hassles, we have seen at many places they are using government land for this purpose.

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-09.**

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 127 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. Twenty (20) participants (Union Parishad Chairman & Members) and 107 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 | |
|--------------------|---|---------------------------------------|---------------------|--------|
| | | | Male | Female |
| 1 | 25/01/2020, 29/01/2020 & 01/02/2020 | Union Parishad Chairman & members) | 14 | 6 |
| 2 | 25/01/2020, 27/01/2020, 28/01/2020, 29/01/2020 & 01/02/2020 | Local Stakeholders (Host Communities) | 107 | 0 |
| Total participants | | | 127 | |

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 HHs are identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHs 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 both male and femail. |
| 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 contactor will arrange a safety related orientation for staff and local community which will be monitored by LGED. |

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 Ukhiya Darogabazar GC to Hijalia via Harinmara Road | 29/01/2020 | Adjacent to Hajipara-New Mosque | 15 | 0 | 15 | <p>The following issues were discussed during the consultation meeting with Community and Institutional stakeholder;</p> <p>1. Who will coordinate with construction work?</p> <p>2. Who will monitor the activities?</p> <p>3. Will ensure Safety issues within construction area?</p> <p>4. Asked about GBV or other harassments.</p> <p>5. Have any scopes to entry any grievances?</p> <p>6. During construction to need additional private land for temporary basis?</p> <p>7. Livelihood of local people will be hampered?</p> <p>8. Road will be blocked during work.</p> | <p>LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team will 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. Contractors need temporary basis additional land for construction materials from private owner with charge. 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 area for traffic movement.</p> |
| 2 | Improvement of Nalbunia Primary school Road | 28/01/2020 | Field adjacent to Nalbunia Government Primary School | 21 | 0 | 21 | | |
| 3 | Improvement of West diglia Road | 29/01/2020 | West Dighalia crossroads area | 14 | 0 | 14 | | |
| 4 | Improvement of Bottali-Chagol Bazar Road | 25/01/2020 | Adjacent to Battali Jame Mosque | 20 | 0 | 20 | | |
| 5 | Improvement of Ratnapalong Boddho Mondir Road | 01/02/2020 | A Shop in Middle Ratnapalong | 17 | 0 | 17 | | |
| 6 | Improvement of Rumka-Sabek Rumka Primary school Road | 27/01/2020 | Nalbunia Bhutto's shop | 20 | 0 | 20 | | |

| | | | | | |
|--------------------|-----|---|-----|--|--|
| Total participants | 107 | 0 | 107 | | |
|--------------------|-----|---|-----|--|--|

The key outputs of stakeholder consultation meeting are:

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.

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

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. Approximately, 400 daily Labor Day may be generated during construction work for the 4 sub projects at least three months. 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.

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, KN-95 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;

Emergency Multi Sector Rohingya Crisis Response Project

PRECAUTIONS TO PREVENT COVID-19

করোনা ভাইরাস প্রতিরোধে করণীয়

HOW THE CORONA VIRUS SPREADS

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



করোনা ভাইরাস কীভাবে ছড়ায়

- আক্রান্ত ব্যক্তির হাঁচি, কশি এবং কথা বলার মাধ্যমে, শব্দে।
- এমন কোনো পৃষ্ঠাভূমি বা বস্তু স্পর্শ করা যার উপর ভাইরাস আছে, অন্যদের নিজের নুখ, নাক বা চোখ স্পর্শ করা।

GOOD HYGIENE PRACTICES TO PREVENT CORONA VIRUS INFECTION

করোনা ভাইরাস সংক্রমণ রোধে সঠিক স্বাস্থ্যবিধি অনুশীলন

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



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

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



খোঁচা হুঁসে কফ ও পুত্রে ফেলবেন না। হাত দিয়ে নাক, মুখ ও চোখ স্পর্শ থেকে বিরত থাকুন।

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



হাঁচি - কশির সময়ে টিস্যু অথবা কাপড় দিয়ে বা বাহুর ভেতরে নাক - মুখ ঢেকে ফেলুন। ব্যবহৃত টিস্যু ঢাকনাবুজ নরমার পায়ে ফেলুন ও হাত পরিষ্কার করুন।



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

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

9. Traffic Management:

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

10. Monitoring System:

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

11. Grievance Redress:

The EMCRP has formally formed a grievance redress committee of 07 members consisting of the Upazila Engineers of each of the concerned Upazila. A grievance register is maintaining at each Upazila and

communities. Community members are encouraged to present any complaints to Upazila level GRC and women are encouraged to complain at their place of convenience, which are given to the GRC to resolve. In addition, the PMU will be using contact details displayed on the Environmental and Social signboard and details stated in GRC leaflet, which will be disclosed within projects area very soon.

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

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

Grievance reporting by Host communities: Grievances may also emerge from host communities primarily due to project activities; these grievances may be reported to the grievance focal point of LGED/D&SC 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.

12. 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. 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. So, we expecting no grievances will be found from the neighboring in the sub projects. If we found any grievance from outside of the sub project, we will consult on emergency basis in order to solve the problem. | 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 should get priority at the time of labor recruitment. During construction work social safeguard compliance should be maintained properly by the contractor. Livelihood will be improved of local community due to created of job opportunity. | 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"> To paid cash compensation equivalent to replacement value of business structure (or part of structure) constructed by the DP. | Pre-Construction stage | PIU & Contractor | Social Team of D&SC and PIU |
| If residential Households are Affected? | <ul style="list-style-type: none"> 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 | Social Team of D&SC and PIU. |
| If any squatters are Affected? | <ul style="list-style-type: none"> Project impacts are insignificant. If any squatters are affected then project will pay compensation according to project | Pre-Construction stage | PIU & Contractor | Social Team of D&SC and PIU |

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| | and World Bank safeguard policies. | | | |
| 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 value multiplied by remaining productive years. Cash compensation equivalent to prevailing market price of timber for non-fruit trees. | Pre-Construction stage | PIU & Contractor | Social Team of D&SC and PIU |
| 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 | <ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. | 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 : Soil Erosion; Alteration of natural drainage | <ul style="list-style-type: none"> Construction facilities including material are to be placed at least 30 meters away from any water body in order to minimize impacts on water bodies and natural flow paths. Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided. Social, cultural and religious institution | Pre-Construction stage | PIU | Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC |

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| | <p>like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values.</p> <ul style="list-style-type: none"> 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 | | | |
| Safety Issues | <ul style="list-style-type: none"> 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 to the 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 stage | Construction Contractor | |
| Traffic Management | <ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors. Contractor will develop traffic control plan (TCP) considering the car movement, bicycle, 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 language at appropriate places in host community and Rohingya language for adjacent DRP Camp. | Construction stage | Construction Contractor | Social & Environmental Specialist of PIU and D&SC |
| Increase in 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 | Construction stage | Construction Contractor | Social & Environmental Specialist of PIU and D&SC |

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| | <p>equipment shall be restricted to defined routes.</p> <ul style="list-style-type: none"> • Proper signs 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. • Schools, colleges, hospitals, and hosts identified along designated vehicular transportation routes. | | | |
| Temporary partition between construction places and neighboring HHs and other important junctions | <ul style="list-style-type: none"> • Contractor will make sure the temporary divider/partition between construction area and the locality under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people are not hampered. | 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 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 water and sanitation facility for male and female workers | <ul style="list-style-type: none"> • Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. | Construction stage | Construction Contractor | Social & 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 |
| Conflicts with | <ul style="list-style-type: none"> • A detailed assessment of the available resources and consent of the local | Construction stage | Construction | Social & Environmental |

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| existing users due to the scarcity of resource base. | <p>representative for withdrawal of water from existing surface water sources have been taken.</p> <ul style="list-style-type: none"> • If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up bore wells. • Local community must be consulted before start any construction works. | | Contractor | Specialist of PIU and D&SC |
| Labour Base Host: Conflicts with the local residents | <ul style="list-style-type: none"> • 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. • 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"> • 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 requirements. • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • 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. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. | Construction phase | PIU and Contractor | Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC |

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| | <ul style="list-style-type: none"> • Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • 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 all personnel involved in the tasks. • 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 | | | |
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| | <p>necessary and to ensure that there are satisfactory washing and changing facilities.</p> <ul style="list-style-type: none"> • 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 and there will be effective supervision to ensure that the correct methods are being using. • Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures. | | | |
| Traffic Accidents | <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 | 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 |
| Health & safety risks to workers & 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 |
| <ul style="list-style-type: none"> • Pollution from waste materials • Health & Safety risks to workers and local community | | | | |

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|-------|--|--|--|--|
| /DRPs | | | | |
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13. Expecting 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. 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 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.

15. Conclusions:

Land acquisition will not be required for improvement of the sub projects. Furthermore, issues of relocation and population displacement are also not expected to arise during the construction of the sub

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

The social benefits of this 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, 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 06 Sub Project's under package number EMCRP/W.18 (road construction), LGED.

| Sl # | Name of Subproject | Package & ID No. | Nature of work | Location of Sub Project | Length of the road (KM) | Ownership of Proposed Land | Loss of livelihood due to construction | Status of Land Acquisition (LA) Yes/No | Status of Replacement & Relocation Yes/No | Status of Resettlement Yes/No | Tribal People | Status of Stakeholders Consultation | Recommendation |
|------|---|--|----------------|--|-------------------------|----------------------------|--|--|---|-------------------------------|---------------|-------------------------------------|--------------------------------|
| 1 | Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from Ch. 00 - Ch. 2039m. | Package No: EMCRP/W18.1 & Road ID: 422944031 | BC Road | Ukhiya Upazila in Cox's Bazar district | 2.039 | Government land | No | No | No | No | No | Done | Recommended for implementation |
| 2 | Improvement of Nalbania Primary school Road by BC from Ch. 00 - Ch. 810m. | Package No: EMCRP/W18.2 & Road ID: 422944032 | BC Road | Do | 0.810 | Government land | No | No | No | No | No | Done | Recommended for implementation |
| 3 | Improvement of West diglia Road by BC from Ch. 00 - Ch. 1326m. | Package No: EMCRP/W18.3 & Road ID: 422944034 | BC Road | Do | 1.326 | Government land | No | No | No | No | No | Done | Recommended for implementation |
| 4 | Improvement of Bottali-Chagol Bazar Road by BC from Ch. 00 - Ch. 975m. | Package No: EMCRP/W18.4 & Road ID: 422944040 | BC Road | Do | 0.975 | Government land | No | No | No | No | No | Done | Recommended for implementation |
| 5 | Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 – Ch. 1255m. | Package No: EMCRP/W18.5 & Road ID: 422944062 | BC Road | Do | 1.255 | Government land | No | No | No | No | No | Done | Recommended for implementation |
| 6 | Improvement of Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 - Ch. 5820. | Package No: EMCRP/W18.6 & Road ID: 422944044 | BC Road | Do | 3.720 | Government land | No | No | Yes | Yes | No | Done | Recommended for implementation |

Description of 18.1, 18.2, 18.3, 18.4, 18.5 & 18.6 (According to field data)

| 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 Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from Ch. 00 - Ch. 2039m. | Package No: EMCRP/W18.1 & Road ID: 422944031 | Ukhiya Upazila | Latitude Value: 21°14'35.15" N Longitude Value: 92°07'55.36" E | Latitude Value: 21°14'47.0" N Longitude Value: 92°06'55.7" E | - | 2039 | 29/01/2020 | 09.30 AM | Rajapalong 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 to execute the project. |
| | | | | | | | | 29/01/2020 | 04.30 PM | Sub-Project Area | Local Stakeholders (Host Communities) | |
| 2 | Improvement of Nalbania Primary school Road by BC from Ch. 00 - Ch. 810m. | Package No: EMCRP/W18.2 & Road ID: 422944032 | Do | Latitude Value: 21°30'62.86" N Longitude Value: 92°12'99.42" E | Latitude Value: 21°29'97.36" N Longitude Value: 92°13'09.36" E | - | 810 | 25/01/2020 | 10.00 AM | Haldiapalong union Parishad | Local government Representatives (Union Parishad Chairman & members) | |
| | | | | | | | | 28/01/2020 | 12.03 PM | Sub-Project Area | Local Stakeholders (Host Communities) | |
| 3 | Improvement of West diglia Road by BC from Ch. 00 - Ch. 1326m. | Package No: EMCRP/W18.3 & Road ID: 422944034 | Do | Latitude Value: 21°26'19.00" N Longitude Value: 92°13'29.22" E | Latitude Value: 21°26'28.11" N Longitude Value: 92°13'29.22" E | - | 1326 | 29/01/2020 | 09.30 AM | Rajapalong union Parishad | Local government Representatives (Union Parishad Chairman & members) | |

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|---|--|--|----|---|---|---|------|------------|----------|-----------------------------|--|--|
| | | | | 92°14'45.300' E | | | | 29/01/2020 | 11.35 AM | Sub-Project Area | Local Stakeholders (Host Communities) | Local government Representatives (Union Parishad Chairman & members) :- <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 the 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. |
| 4 | Improvement of Bottali-Chagol Bazar Road by BC from Ch. 00 - Ch. 975m. | Package No: EMCRP/W18.4 & Road ID: 422944040 | Do | Latitude Value: 21°28'52.18" N Longitude Value: 92°10'03.10" E | Latitude Value: 21°27'67.74" N Longitude Value: 92°09'84.55" E | - | 975 | 25/01/2020 | 10.00 AM | Haldiapalong union Parishad | Local government Representatives (Union Parishad Chairman & members) | |
| | | | | | | | | 25/01/2020 | 01.58 PM | Sub-Project Area | Local Stakeholders (Host Communities) | |
| 5 | Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 – Ch. 1255m. | Package No: EMCRP/W18.5 & Road ID: 422944062 | Do | Latitude Value: 21°27'63.144' N Longitude Value: 92°11'15.908' E | Latitude Value: 21°27'27.027" N Longitude Value: 92°11'13.447" E | - | 1255 | 01/02/2020 | 09.00 AM | Ratnapalong union Parishad | Local government Representatives (Union Parishad Chairman & members) | |
| | | | | | | | | 01/02/2020 | 11.00 AM | Sub-Project Area | Local Stakeholders (Host Communities) | |
| 6 | Improvement of Rumka-Sabek Rumka Primary | Package No: EMCRP/W18.6 & Road ID: 422944044 | Do | Latitude Value: 21°29'58.06" N Longitude | Latitude Value: 21°31'21.85" N Longitude Value: 92°13'67.01" E | - | 3720 | 25/01/2020 | 10.00 AM | Haldiapalong union Parishad | Local government Representatives (Union Parishad Chairman & members) | Local Stakeholders (Host Communities): - <ul style="list-style-type: none"> Host communities are main stakeholders are main driving forces as well as major stake in |

| | | | | | | | | | | | | |
|--|---|--|--|-----------------------------|--|--|--|------------|---------|------------------|---------------------------------------|--|
| | school Road by BC from Ch. 2100 - Ch. 5820. | | | Value: 92°11'59.36" E | | | | 27/01/2020 | 5.12 PM | Sub-Project Area | Local Stakeholders (Host Communities) | <p>project implementation. In consultation with Host communities the following aspect came out that should addressed properly for the betterment of the project implementation;</p> <ul style="list-style-type: none"> • 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 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. |
|--|---|--|--|-----------------------------|--|--|--|------------|---------|------------------|---------------------------------------|--|

Crest / Top width of Package of 18.1, 18.2, 18.3, 18.4, 18.5 & 18.6 (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 |
| 1 | Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from ch. 00 - ch. 2039m. | Package No: EMCRP/W18.1 & Road ID: 422944031 | Ukhiya Upazila | 0.6 | 3.7 | 0.6 | 4.9 | |
| 2 | Improvement of Nalbania Primary school Road by BC from ch.00 - ch 810m. | Package No: EMCRP/W18.2 & Road ID: 422944032 | Do | 0.6 | 3.7 | 0.6 | 4.9 | |
| 3 | Improvement of West diglia Road by BC from ch. 00 - ch. 1326m. | Package No: EMCRP/W18.3 & Road ID: 422944034 | Do | 0.6 | 3.7 | 0.6 | 4.9 | |
| 4 | Improvement of Bottali-Chagol Bazar Road by BC from ch. 00 - ch 975m. | Package No: EMCRP/W18.4 & Road ID: 422944040 | Do | 0.6 | 3.7 | 0.6 | 4.9 | |
| 5 | Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 – Ch. 1255m. | Package No: EMCRP/W18.5 & Road ID: 422944062 | Do | 0.6 | 3.7 | 0.6 | 4.9 | |
| 6 | Improvement of Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 - Ch. 5820. | Package No: EMCRP/W18.6 & Road ID: 422944044 | Do | 0.6 | 3.7 | 0.6 | 4.9 | |

Annex-02: Pictures of Existing View & location of 06 Sub-Projects under W-18.

| | |
|--|---|
|  |  |
| <p>Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from ch. 00 - ch. 2039m.</p> | <p>Improvement of Nalbania Primary school Road by BC from ch.00 - ch 810m.</p> |
|  |  |
| <p>Improvement of West Diglia Road by BC from ch. 00 - ch. 1326m.</p> | <p>Improvement of Bottali-Chagol Bazar Road by BC from Ch. 00 - Ch. 975m.</p> |
|  |  |
| <p>Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 – Ch. 1255m.</p> | <p>Improvement of Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 – Ch. 5820.</p> |

Annex-03: Social Screening of Ukhiya Darogabazar GC to Hijalia via Harinmara Road (Package Number: EMCRP/W-18.1)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Ukhiya Dorgabazar GC to Hijalia via Horinmara Road will be improvement by BC road from Ch. 00- 2039m. Based on field survey, this proposed road is at present Brick Flat Soiling (BFS) & Earthen road. This proposed Ukhiya Darogabazar GC to Hijalia via Harinmara Road belongs to Hajirpara, Khairatipara, Horinmara villages at Rajapalong union, Ward-6 under Ukhiya Upazila. This road has started from Dhusori road (Rafiqul islam's House) stretching 2039 meters from east to west side, along with Konarpara village (500m), Khairatipara village, Kahairatipara mosque (500m), Khairatipara GPS (500m), Hajirpara notun mosque (500m), West Hajirpara mosque including Hefjakhana 300m), Hajirpara bill (100m). A large Number of host community people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by Bituminous Carpeting (BC) from ch.00-ch.2039m. For drainage of rain water 1no. Cross Drain (dimension: 0.750mX0.750m) at 1434m of chainage and 6 nos. Box Culverts accordingly 1 no. (dimension: 2.0mX2.0m) at Ch. 1945m, 4 nos. (dimension: 3.0mX2.0m) at Ch. 439.0m, Ch. 550.0m, Ch. 835.0m & Ch. 1786.0m and 1 no. (dimension: 3.0mX3.0m) at 1693.0m of chainage, for mountain heel water drainage during rainy season 320.0 m L-Drain at different chainage and 61.0m U-Drain at different chainage has been included in the estimation. Due to the low land in different chainage for protection work of the road 90.0m (1.5m height) Toe wall, 169.0m Brick Palisading wall and RCC Retaining wall (36.0m length and 3.0m height) and (36.0m length and 4.0m height) with Pre-cast RCC Pile (6.0m length) at different chainage as well as for road safety work.

| Important Features of Sub-project Location | |
|--|---|
| Road ID | 422944031 |
| Package No: | EMCRP/W-18.1 |
| District | Cox's Bazar |
| Upazila | Ukhiya |
| Union | Rajapalong |
| WARD | 06 |
| Proposed Chainage | 2039m |
| Distance from Upazila Head quarter | 0.5 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°14'35.15" N Longitude Value: 92°07'55.36" E |
| Road Ending Point Coordinates | Latitude Value: 21°14'47.0" N Longitude Value: 92°06'55.7" E |
| Land ownership | Government Land |

Expected construction period: 270 (Two hundred seventy) days.

Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies,

etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:

Answer: Within the 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 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: No foreign workers will be needed for the remaining period of the project. In construction work approximately 42 skilled and unskilled workforces are expected to be required for the construction work. Among them 10 will be skilled and 32 will be unskilled workforces. There are available unskilled work forces 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: 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 and what is the size of population? | <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 9900. Male- 4400 and Female- 5500. Household numbers are 2000.</p> <p>✓ What is the size of the host Rohingya community? Answer: There are no Rohingya people near the proposed road. The Rohingya camp is more or less 7 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</p> |

| | |
|--|--|
| | <p>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 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 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 • 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 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 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:</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>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 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 Nalbania Primary school Road (Package Number: EMCRP/W-18.2)

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:

An HBB & earthen road will be improved under the proposed sub-project (Improvement of Nalbania Primary school Road) by BC from ch.00-ch.810m. It will be improved on existing alignment which is situated at Holdiapalong union in Ukhiya Upazila of Cox's Bazar District. This road has started from Moricca Patabari main road to Nalbunia road, and go through Valukia, Ghatipara, Nasirpara etc. linked road. Within 500m at west side from the proposed road is stand a Mosque, Madrasha and Graveyards named Hajirpara Dawatul Haaj. Nalbunia Station has stand on within 450m at East side form the sub project road. At south side have a Boddho Bihar around 300m away from project road. This sub-project also linked with Moricca and Court Bazar road. A Number of people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Nalbania Primary school Road is categorized as a village road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 810m in Ukhiya Upazila of Cox's Bazar district. For drainage of rain water 5nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 37m, Ch. 254m, Ch. 440m, Ch. 674m & Ch. 732m and 3 nos. Box Culverts (dimension: 2.0mX2.0m) at Ch. 7.0m, Ch. 295.0m & Ch. 775.0m has been included in the estimation. Due to the low land in different chainage for protection work of the road 46.0m Brick Palisading wall at different chainage as well as for road safety work.

| Important Features of Sub-project Location | |
|--|---|
| Road ID | 422944032 |
| Package No: | EMCRP/W18.2 |
| District | Cox's Bazar |
| Upazila | Ukhiya |
| Union | Haladiapalong |
| WARD | 05 |
| Proposed Chainage | 810m |
| Distance from Upazila Head quarter | 10 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°30'62.86" N Longitude Value: 92°12'99.42" E |
| Road Ending Point Coordinates | Latitude Value: 21°29'97.36" N Longitude Value: 92°13'09.36" E |
| Land ownership | Ggovernment 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 road is located within Nalbunia village with existing local community. Some other villages named Valukia, Telipara and Ghatiparais within half kilometer at south side. Bottotoli, Holudia, Patabari within One and half kilometers at North side, Moulovipara, Jonabalipara, Nasirpara is within One kilometer at west side and Locchabil, kawachori village is within Two kilometer from the sub-project location. 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 are exist presently in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

| Key Screening questions | Aspects to Consider |
|---|---|
| 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 at this locality for construction work. Based on FGD approximately 16 skilled and unskilled workforces are expected to be required for the construction work. Among them 4 will be skilled and 12 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: Yes, majority portion of workforce will be hired from the local work forces and DRP 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 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: 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 8000. Both male and female.</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 9 kilometers 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</p> |

| | |
|--|---|
| | <p>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 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: 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: 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> |

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| | 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 |

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| 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: 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.
- 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 West Diglia Road (Package Number: EMCRP/W-18.3)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

One Brick Flat Soiling (BFS) & Earthen road will be improved under the proposed sub-project (Improvement of West Diglia Road by BC from ch.00-ch. 1326m). It will be improved on existing alignment which situated at Rajapalong union in Ukhia Upazila of Cox's Bazar District. This road has started from Ukhiya-Patabari Road (Chowrasta Mour) stretching 1326 meters from east to west side. There are some important socio-cultural and religious components along the road length, including are at north side Goyalmara GPS cum Cyclone center (500m), Goyalmara Dakhil Madrasha (500m), Amir Hamza Market (150m), at south side Sikderbil jame Mosque (400m), at east side tarpukur including Nurania Hefjakhana (200m) and west side West Diglia jame mosque (25m), Hazi Nur Ahmed Jame Mosque (500m), Sonabora Jumma Mosque (300m). 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:

West Diglia Road is categorized as a village road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 1326m in Ukhiya Upazila of Cox's Bazar district. For drainage of rain water 1no. Cross Drain (dimension: 0.975mX 0.975m) at 56.0m of chainage and 2 nos. Box Culverts (dimension: 2.0mX2.0m) at Ch. 185.0m & Ch. 503.0m of chainage has been included in the estimation. Due to the low land in different chainage for protection work of the road 92.0m (1.5m height) Toe wall, 174.0m Brick Palisading wall and RCC Retaining wall (200.0m length and 5.0m height) with Pre-cast RCC Pile (6.0m length) from Ch. (1050.0-1114.0) m L/S, Ch. (1190.0-1326.0) m L/S at different chainage as well as for road safety work

| Important Features of Sub-project Location | |
|--|--|
| Road ID | 422944034 |
| Package No: | EMCRP/W18.3 |
| District | Cox's Bazar |
| Upazila | Ukhiya |
| Union | Rajapalong |
| WARD | 04 |
| Proposed Chainage | 1326m |
| Distance from Upazila Head quarter | 4 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°26'19.00" N Longitude Value: 92°14'45.300" E |
| Road Ending Point Coordinates | Latitude Value: 21°26'28.11" N Longitude Value: 92°13'29.22" E |
| Land ownership | Government Land |

Expected construction period: 270 (Two hundred seventy) days.

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

Answer: Within the range of Proposed sub-project and catchment area no Historical and Archeological structure has been found 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. There are some mosques and religious institutions, Bodda Temple in this area but will not be affected anyway by the construction work of the proposed sub proposed. 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 27 skilled and unskilled workforces are expected to be</p> |

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| | <p>required for the construction work. Among them 7 will be skilled and 20 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workers will be hired from the local work forces and Only skilled work forces will be hired from out siders 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 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 local population in the project area are near about 10000 both male and female.</p> <p>✓ What is the size of the host Rohingya community? Answer: There are no Rohingya people near the proposed road. The Rohingya camp is 8 kilometers 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. |

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| 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 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 |

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| | | | | 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? | | | | |

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| <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>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 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 Bottali-Chagol Bazar Road (Package Number: EMCRP/W-18.4)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be improved under the proposed sub-project (Improvement of Bottali-Chagol Bazar Road by BC from Ch. 00 to Ch. 975m). It will be improved on existing alignment which is situated in Haldiapalong union under Ukhia Upazila of Cox's Bazar district. This road has started from Cox's Bazar-Teknaf highway stretching 975 meters from north side to south side. Some cultural, archaeological, religious sites near (within 1km) of site are at north side Battali Jame mosque (10m), pond (6m), Shaheed A.T.M Jafor Alam School and college (500m), Fakiramora Madrasah & Hafezkhana (500m), Sabek Rumkha GPS (1km), Dhurumkhali station jame mosque (1km), Dhurumkhali khal (1km); at south side Rumkha Bazar (75m), Palong Public Kindergarten (80m), Rumkha Bazar jame mosque & Hafezkhana (90m); at east side Tocchekhali khal (5m), Cremation (8m), graveyard (10m), Courtbazar station (800m); and west side Rumkha Islamia Alim Mosque & Madrasah (500m), Rumkha Monir market (100m), Reju Khal (500m), Shaheed A.T.M Diabetics Hospital (500m), Khunda Fakirer Mazar & graveyard (200m), Gorachand Madbarpara Buddhist Temple (1km), Chowdhurypara GPS (800m), Chowdhurypara mosque & orphanage (800m), Chowdhurypara graveyard (1km). 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 1no. Cross Drain (dimension: 0.975mX 0.975m) at 30.0m of chainage and 2 nos. Box Culverts (dimension: 2.0mX2.0m) at Ch. 155.0m and at 785.0m of chainage will be improved on the sub-project, Due to the low land in different chainage for protection work of the road 212.0m (1.5m height) Toe wall, 26.0m Brick Palisading wall and RCC Retaining wall (32.0m length and 3.0m height) with Pre-cast RCC Pile (6.0m length) at different chainage as well as for road safety work.

| Important Features of Sub-project Location | |
|---|-------------------------|
| Road ID | 422944040 |
| Package No: | EMCRP/W18.4 |
| District | Cox's Bazar |
| Upazila | Ukhiya |
| Union | Haldiapalong |
| WARD | 07 |
| Proposed Chainage | 975m |
| Distance from Upazila Head quarter | 07 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: 21°28'52.18'' N Longitude Value: 92°10'03.10'' E | |
| | Road Ending Point Coordinates | Latitude Value: 21°27'67.74'' N Longitude Value: 92°09'84.55'' 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? Answer: No foreign workers will be needed for the remaining construction work identified in FGD. Approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 5 will be skilled and 15 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? 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 9800 both male and female.</p> |

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| | <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: Rohingya peoples are not available in the proposed road. The Rohingya camp is far away from the project location that is near about 08 km.</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: 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?</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: 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</p> |

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| | <p>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> |
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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 |

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| 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? | | V | | No scope to change site location. |
| 12. Will access to land and resources owned communally or by the state be restricted? | | V | | 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: 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 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-07: Social Screening of Ratnapalong Boddho Mondir Road (Pkg: EMCRP/W-18.5)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

One BC road will be improved under the proposed sub-project (Improvement of Uttar Pukuria Road by BC from Ch. 0.00m-Ch.1255m). It will be improved on existing alignment which is situated at Ratnapalong union in Ukhia Upazila of Cox's Bazar District. This road has started from Valukia-Court Bazar road stretching 1255 meters from South side to North side. There are some important socio-cultural and religious components along the road length, including are at north side Khandakarpara graveyard (200m); at south side Jhawtala central mosque (80m), Telipara Jame mosque (90m), Middle Ratna Buddhist Temple (120m); at east side Ratna GPS (20m), Palong Model High School (25m), Madborpara Jame Mosque (80m), Chadilkata Jame Mosque (60m) and west side Playground (5m) from the proposed improvement site. Numbers of host communities' people will be benefitted by implementation of the sub-project directly.

Sub-project Location:

The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water 1no. Cross Drain (dimension: 0.975mX 0.975m) at 1175.0m of chainage and 2 nos. Box Culverts (dimension: 2.0mX2.0m) at Ch. 667.0m and 1091.0m of chainage and 2 nos. Box Culvert (dimension: 1vX4.5mX3.5m) at Ch. 623.0m and 835.0m of chainage will be constructed as well as for road safety work.

| Important Features of Sub-project Location | |
|--|---|
| Road ID | 422944062 |
| Package No: | EMCRP/W18.5 |
| District | Cox's Bazar |
| Upazila | Ukhiya |
| Union | Ratnapalong |
| WARD | 08 |
| Proposed Chainage | 1255m |
| Distance from Upazila Head quarter | 03 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°27'63.144" N Longitude Value: 92°11'15.908" E |
| Road Ending Point Coordinates | Latitude Value: 21°27'27.027" N Longitude Value: 92°11'13.447" 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 no Elephants corridors and water bodies exist presently in the proposed road area that would be affected by the sub-project anyway. There are some mosques and religious institution 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?</p> <p>Answer: No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 25 skilled and unskilled workforces are expected to be required for the construction work. Among them 6 will be skilled and 19 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 only a few skilled workforces may be hired by the</p> |

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| | <p>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 no 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 sizes of local population in the project area are near about 5000 both male and female.</p> <p>✓ What is the size of the host Rohingya community? Answer: There is no host Rohingya community in the proposed Road project area.</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 out siders are available and good.</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, noise and any accidental case 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 | <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. The local</p> |

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| workers, is there a possibility that their presence or interaction with the local community could create adverse impacts? | <p>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 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. 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. |

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| 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 18) | | | | |
| 13: Who are the stakeholders of the project? 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. | | | | |
| 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? | | | | |

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| <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>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 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 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 Rumka-Sabek Rumka Primary school Road (Pkg.-W-18.6)

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 Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 - Ch. 5820m). It will be improved on existing alignment which is situated within Moulavipara, Nasirpara, Katirpara, Nalbunia, North Patabari villages under Haldiapalong union, Ward-4, 5, 6 & 7 of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from Moulavipara Farid Alam house stretching 3720 meters from west side to north side, along with betel leaf yard, mosques, madrasah, chorra, agricultural fields, shops, boundary fences or walls, connecting roads, household connecting roads, ponds, settlements etc. Numbers of host communities' people will be benefitted by implementation of the sub-project directly.

Sub-project Location:

The Sub-Project is categorized as a village road and construction with Bituminous Carpeting options. For drainage of rain water 12nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 2146m, Ch.2174m, Ch. 2224m, Ch. 3145m, Ch. 4040m, Ch. 4434m, Ch.4660m, Ch. 4930m, Ch. 5327m, Ch. 5538m, Ch. 5582m & 5770m of chainage and 4 nos. Box Culverts (dimension: 2.0mX2.0m) at Ch. 2730.0m, Ch. 3615.0m, Ch. 3795.0m & 4141.0m of chainage, for mountain heel water drainage during rainy season 384.0 m L-Drain at different chainage and 61.0m U-Drain at different chainage has been included in the estimation. Due to the low land in different chainage for protection work of the road 198.0m Toe wall (125.0m=1.5m height and 73.0m=2.0m height) and 223.0m Brick Palisading wall will be constructed at different chainage as well as for road safety work.

| Important Features of Sub-project Location | |
|--|---|
| Road ID | 422944044 |
| Package No: | EMCRP/W18.6 |
| District | Cox's Bazar |
| Upazila | Ukhiya |
| Union | Haldiapalong |
| WARD | 4, 5, 6 & 7 |
| Proposed Chainage | 3720m |
| Distance from Upazila Head quarter | 15 Km |
| 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°29'58.06" N Longitude Value: 92°11'59.36" E |
| Road Ending Point Coordinates | Latitude Value: 21°31'21.85" N Longitude Value: 92°13'67.01" 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: Within the range of Proposed sub-project there is no Historical and Archeological structure has been found that is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors and water bodies are exist presently in the proposed sub-project. Due to Rohingya influx no elephant has been found last few years. The Naf river is very close to the sub-project but these would not be affected by the sub-project anyway. 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: 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 74 skilled and unskilled workforces are expected to be required for the construction work. Among them 19 will be skilled and 55 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 50000. Both male and female. About 9000 households live in the sub-project area.</p> <p>✓ What is the size of the host Rohingya community?</p> |

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| | <p>Answer: There is no Rohingya people near the proposed road. The Rohingya camp is located about 15 kilometers from the sub-project area.</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. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> |

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| | <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 resources, communal facilities and services? | | ✓ | | People access to communal facilities and services will not be hampered by the project intervention. |

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| 11. If land use is changed, will it have an adverse impact on social and economic activities? | | V | | No scope to change site location. |
| 12. Will access to land and resources owned communally or by the state be restricted? | | V | | 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: 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.
- 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: 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 road 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: Human- | No adverse impact may be generated | <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 report | Monthly basis |

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| | elephant conflict | | | | ✓ 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 traffic. • Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. | 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 |

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|------------------------------|---|-----------------------------|--|---|---|-------------------|
| | | | <ul style="list-style-type: none"> • 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 | 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 | <ul style="list-style-type: none"> ✓ Check tube well ✓ Water quality test randomly ✓ Check sanitation | Weekly basis |

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| | workers | | | Consultant of PIU and D&SC | ✓ facilities ✓ Check bathing places | |
| | Noise from construction works | Low impact may be generated | Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas. | Construction Contractor and Monitored by Consultant of PIU and D&SC | ✓ Physical visit ✓ Interview with local people | Weekly basis |
| | Conflicts with existing users due to the scarcity of resource | Low impact may be generated | <ul style="list-style-type: none"> ✓ 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 ✓ Proceedings of Consultations with local community | 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: | Construction Contractor and Monitored | <ul style="list-style-type: none"> ✓ Regular site visit ✓ List of materials such as; Fire distinguisher, first | Daily site visit/inspection. |

| | | | | | | |
|--|-------------------|--|---|---|--|---------------|
| | | | <ul style="list-style-type: none"> ✓ 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. | by Consultant of PIU and D&SC | <p>Aid box.</p> <ul style="list-style-type: none"> ✓ 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. | |
| | Traffic Accidents | Low impact may be generated during construction even some times after construction | <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 ✓ Newspaper | Monthly basis |

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|-------------------------------------|---|--|---|---------------------------------|---|-----------------|
| 4: Operational Phase | pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods | Low impact may be generated during construction even some times after construction | <ul style="list-style-type: none"> ✓ 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-10: At a Glance Public Consultation of 6 sub-projects under package number EMCRP/W.18, 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-18) 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, 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-11: Photographs of Consultation Meeting with Stakeholders under Pkg.- W-18.



Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from ch. 00 - ch. 2039m.



Improvement of Nalbania Primary school Road by BC from ch.00 - ch 810m.



Improvement of West diglia Road by BC from ch. 00 - ch. 1326m.



Improvement of Bottali-Chagol Bazar Road by BC from ch. 00 - ch 975m.



Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 – Ch. 1255m.



Improvement of Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 – Ch. 5820.

Annex-12: Photographs of 06 Sub Project's Present Condition under Pkg.-18



Improvement of Ukhiya Darogabazar GC to Hijalia via Harinmara Road by BC from ch. 00 - ch. 2039m.



Improvement of Nalbania Primary school Road by BC from ch.00 - ch 810m.



Improvement of West Diglia Road by BC from Ch. 00 - Ch. 1326m.



Improvement of Bottali-Chagol Bazar Road by BC from ch. 00 - ch 975m.



Improvement of Ratnapalong Boddho Mondir Road by BC from Ch. 00 – Ch. 1255m.



Improvement of Rumka-Sabek Rumka Primary school Road by BC from Ch. 2100 – Ch. 5820.

Annex-13 to 18: List of Participants Attended in a Consultation Meeting of 06 Sub-Projects under Pkg.- EMCRP/W.18, LGED.

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)
জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাণ্ডি সেক্টর প্রকল্প
 Local Government Engineering Department (LGED)
 Public Consultation Participants List
 Communication and Participation Programme
Focus Group Discussion

সময়: 4:30 pm UKhiya Daroga bazar Road তারিখ: 29/01/2020
 উপ-প্রকল্প/কমপোনেন্ট এর নাম: ~~Hajir para Notun Mosque~~
 মত বিনিময় স্থান: ~~Hajir para Notun Mosque~~ Point
 ইউনিয়ন: Rajapalong ওয়ার্ড নং: 6 ডাকঘর: UKhiya উপজেলা: UKhiya জেলা: কক্সবাজার

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর):

| ক্রম নং | নাম | বয়স | পুরুষ / নারী | গ্রাম | স্বাক্ষর / টিপসই |
|---------|----------------|------|--------------|--------------|------------------|
| 1 | Mongwe Alan | 46 | ✓ | হাজিরা পাড়া | Mongwe Alan |
| 2 | কোঃ আব্দুল হক | ৬২ | ✓ | হাজিরা পাড়া | Abul Haque |
| 3 | মুহাম্মদ সাদেক | ৬০ | ✓ | হাজিরা পাড়া | Muhammad Sadek |
| 4 | সিদ্দিক উদ্দিন | 45 | ✓ | হাজিরা পাড়া | Siddique Uddin |
| 5 | জাহেদ আলম | 40 | ✓ | হাজিরা পাড়া | Jahed Alam |
| 6 | হোসেন আলম | 35 | ✓ | হাজিরা পাড়া | Hossain Alam |
| 7 | আলম | 66 | ✓ | দোহরা | Alam |
| 8 | নুর মোহাম্মদ | 43 | ✓ | দোহরা | Nur Mohammad |
| 9 | আলি আকবর | 36 | ✓ | দোহরা | Ali Akbar |
| 10 | আব্দুল উদ্দিন | 40 | ✓ | (চঃঘোনা) | Abdul Uddin |
| 11 | মুহাম্মদ আলম | 26 | ✓ | হাজিরা পাড়া | Muhammad Alam |
| 12 | মুহাম্মদ আলম | 51 | ✓ | দুর্গা | Muhammad Alam |
| 13 | আব্দুল মালিক | 55 | ✓ | হাজিরা পাড়া | Abdul Malik |
| 14 | মুহাম্মদ আলম | 65 | ✓ | হাজিরা পাড়া | Muhammad Alam |
| 15 | মুহাম্মদ আলম | 77 | ✓ | হাজিরা পাড়া | Muhammad Alam |

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

Time: 12:43 PM

Date: 28/01/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

কলকাতা নগর মন্ত্রণালয় আইনগত মন্ত্রণালয়
এবং বিচারিক বিভাগ মন্ত্রণালয়

ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রক্টে
কলকাতা নগর মন্ত্রণালয়
এবং বিচারিক বিভাগ মন্ত্রণালয়

কলকাতা নগর মন্ত্রণালয় আইনগত মন্ত্রণালয়

| ক্রমিক সং. | নাম | বয়স | পেশা | জাতি | বাস |
|---------------|------------------|------|-------|------------|---------------------|
| ০১ | মো: রফিকুল আলম | ৬০ | পুত্র | মহানুবিয়া | ইমার্জেন্সি প্রক্টে |
| ০২ | মো: আমানত উল্লাহ | ৬২ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৩ | মো: ইমতিয়াজ | ২৪ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৪ | মো: সুলতান | ৪০ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৫ | মো: আমানত আলী | ৬২ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৬ | মো: আবদুল হকিম | ৫৫ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৭ | মো: আমানত | ৫০ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৮ | মো: আমানত আলী | ২৭ | " | " | ইমার্জেন্সি প্রক্টে |
| ০৯ | মো: সুলতান আলী | ৬০ | " | " | ইমার্জেন্সি প্রক্টে |
| ১০ | মো: আমানত আলী | ৬০ | " | " | ইমার্জেন্সি প্রক্টে |
| ১১ | মো: আমানত আলী | ৫০ | " | " | ইমার্জেন্সি প্রক্টে |
| ১২ | মো: আমানত আলী | ৫৭ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৩ | মো: আমানত আলী | ৫৫ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৪ | মো: আমানত আলী | ৫৫ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৫ | মো: আমানত আলী | ২২ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৬ | মো: আমানত আলী | ৪৬ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৭ | মো: আমানত আলী | ৬৭ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৮ | মো: আমানত আলী | ৫০ | " | " | ইমার্জেন্সি প্রক্টে |
| ১৯ | মো: আমানত আলী | ৬৬ | " | " | ইমার্জেন্সি প্রক্টে |
| ২০ | মো: আমানত আলী | ৫৫ | " | " | ইমার্জেন্সি প্রক্টে |
| ২১ | মো: আমানত আলী | ৫০ | " | " | ইমার্জেন্সি প্রক্টে |

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় নির্বাচিত বোঝাপড়া সংকেত মোকাবেলায় মানসিক সেতু প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

তারিখ: 11.05

কাল: ১৩.০১.২০

উপস্থাপক/সম্পাদক/এস এম: লক্ষ্মীম দিগম্বির লোড।

সহ নির্বাহী কর্মকর্তা: লক্ষ্মীম দিগম্বির লোড।

ইতিমধ্যে: কাকদ্বারা নির্বাচিত: ৪ জন: কাকদ্বারা নির্বাচিত: ৪ জন: কাকদ্বারা

সংশ্লিষ্ট কর্মীদের তালিকা (নির্বাচিত ও অন্তর্ভুক্ত):

| ক্রম নং | নাম | বয়স | পুরুষ/মহিলা | জাতি | স্বাক্ষর/টিকাক |
|---------|---------------------|------|-------------|-------------------|----------------|
| ১ | কাকদ্বারা নির্বাচিত | ৬২ | ✓ | লক্ষ্মীম দিগম্বির | |
| ২ | কাকদ্বারা নির্বাচিত | ৫৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৩ | কাকদ্বারা নির্বাচিত | ২০ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৪ | কাকদ্বারা নির্বাচিত | ৪৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৫ | কাকদ্বারা নির্বাচিত | ৩৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৬ | কাকদ্বারা নির্বাচিত | ২৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৭ | কাকদ্বারা নির্বাচিত | ৪৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৮ | কাকদ্বারা নির্বাচিত | ৩৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ৯ | কাকদ্বারা নির্বাচিত | ৪৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ১০ | কাকদ্বারা নির্বাচিত | ৬০ | ✓ | লক্ষ্মীম দিগম্বির | |
| ১১ | কাকদ্বারা নির্বাচিত | ৩৬ | ✓ | লক্ষ্মীম দিগম্বির | |
| ১২ | কাকদ্বারা নির্বাচিত | ৩৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ১৩ | কাকদ্বারা নির্বাচিত | ৪৫ | ✓ | লক্ষ্মীম দিগম্বির | |
| ১৪ | কাকদ্বারা নির্বাচিত | ২৩ | ✓ | লক্ষ্মীম দিগম্বির | |

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

Time...০১.১.৫৪PM.....

Date. 25/07/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

একজনে নাম বর্ণনা করা হতে ছাপান কয়েকের মধ্যে
সব বিনামূল্যে স্থান বর্ণনা করা হয় প্রমিত হয়

ইউনিট ইমার্জেন্সি
অফিসার ই.আ.আন - ৪৭২০
উপস্থাপক ডি.আই
অফিসার ককচাচার

আপেক্ষাকৃতভাবে বর্ণিত (পরিচয় ও বর্ণনা)

| ক্রমিক সং. | নাম | বয়স | পুরুষ/মহিলা | জাত | বাসস্থান |
|---------------|--------------------|------|-------------|---------------|----------|
| ০১ | জনাব. কুন্দির আলম | ৪৬ | পুরুষ | কর্মী/স্বাধীন | ককচাচার |
| ০২ | " এম. আলমুন হক | ৬৮ | " | " | ককচাচার |
| ০৩ | " আবদুল করিম | ৩৮ | " | " | ককচাচার |
| ০৪ | " আবদুল আলম | ২৪ | " | " | ককচাচার |
| ০৫ | " বেলাল করিম | ৬৪ | " | " | ককচাচার |
| ০৬ | " মুহম্মদ আলম | ২৬ | " | " | ককচাচার |
| ০৭ | " রিহাদ | ২০ | " | " | ককচাচার |
| ০৮ | " মো. আব্দুল মালেক | ২৬ | " | " | ককচাচার |
| ০৯ | " আবদুল | ২৪ | " | " | ককচাচার |
| ১০ | " কামাল আলম | ৬৭ | " | " | ককচাচার |
| ১১ | " আবদুল করিম | ৬০ | " | " | ককচাচার |
| ১২ | " মোহাম্মদ আলম | ৬০ | " | " | ককচাচার |
| ১৩ | " আবদুল করিম | ৪৭ | " | " | ককচাচার |
| ১৪ | " মো. মাহমুদ আলম | ৬৪ | " | " | ককচাচার |
| ১৫ | " আব্দুল করিম | ৪০ | " | " | ককচাচার |
| ১৬ | " মনজুর করিম | ২৮ | " | " | ককচাচার |
| ১৭ | " মনির | ২৮ | " | " | ককচাচার |
| ১৮ | " হুমায়ুন আলম | ৪৮ | " | " | ককচাচার |
| ১৯ | " মনজুর আলম | ৬৭ | " | " | ককচাচার |
| ২০ | " মনির | ৬৭ | " | " | ককচাচার |

W-18
5

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

Time: 11.00 AM

Date: 01/02/20

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

অবস্থান: Retna Palong Badde mendeir Road
৩৩ টিলায়ে হাট Shop of Middle Rtnapalong

ইমার্জেন্সি: Retna palong
জালায়া: Ukhuya
উপজেলা: Ukhuya
জেলা: Cox's Bazar

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স)

| ক্রমিক নং | নাম | বয়স | পুরুষ/মহিলা | জাতি | বিশেষ |
|--------------|--------------|------|-------------|--------------|-------------|
| ১ | Munna Sikder | ৩২ | ✓ | Ukhuya. | জাতি |
| ২ | জাহান সিকদার | ৬৫ | ✓ | জাহান সিকদার | জাতি |
| ৩ | জেনাবী হুদা | ৫০ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ৪ | জাহান সিকদার | ৩৪ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ৫ | জাহান সিকদার | ৬৫ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ৬ | জাহান সিকদার | ১৪ | | জাহান সিকদার | জাহানী হুদা |
| ৭ | জাহান সিকদার | ১৪ | | জাহান সিকদার | জাহানী হুদা |
| ৮ | জাহান সিকদার | ২৩ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ৯ | জাহান সিকদার | ২০ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১০ | জাহান সিকদার | ৬২ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১১ | জাহান সিকদার | ৩৫ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১২ | জাহান সিকদার | ২৩ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১৩ | জাহান সিকদার | ২০ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১৪ | জাহান সিকদার | ২৫ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১৫ | জাহান সিকদার | ২৫ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১৬ | জাহান সিকদার | ৩৭ | ✓ | জাহান সিকদার | জাহানী হুদা |
| ১৭ | জাহান সিকদার | ৫৫ | ✓ | জাহান সিকদার | জাহানী হুদা |

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

Time: 05:32 PM

Date: 22/11/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

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

একজন ব্যক্তি ১০-১৫ জনের একটি গ্রুপে নিয়ে আলোচনা করা হবে।
এই আলোচনায় গ্রুপে অংশগ্রহণকারীরা তাদের মতামত প্রকাশ করবেন।

ইমার্জেন্সি মাল্টি সেক্টর
রোহিঙ্গা ক্রাইসিস
রেসপন্স প্রকল্পে
অংশগ্রহণকারীরা

আলোচনাকারীদের তালিকা (পুরুষ ও মহিলা)

| ক্রমিক সং. | নাম | বয়স | লিঙ্গ | ঠিকানা | স্বাক্ষর |
|---------------|---------------------|------|-------|------------|----------|
| ০১ | শ্রী: মজুমদার বাবুল | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০২ | শ্রী: মজুমদার বাবুল | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৩ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৪ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৫ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৬ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৭ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৮ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ০৯ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১০ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১১ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১২ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৩ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৪ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৫ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৬ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৭ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৮ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ১৯ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |
| ২০ | শ্রী: মজুমদার | ০৮ | পুরুষ | মুন্সিগঞ্জ | |