



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-23 (Included 15 Sub Projects)

Funded by:



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Development Design Consultants Ltd.

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Abbreviations

Abbreviations	Descriptions
ARIPA	Acquisition and Requisition of immovable property Act;
BC	Bituminous Carpeting
BFS	Brick Flat Soiling
BOQ	Bill Of quantity
CBO	Community Based Organization
CoC	Code of Conduct
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-Bone-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. This Project (EMCRP) has been designed in order to reduce the vulnerability of Displaced Rohingya people National (FDMN) along with people from the host communities in Teknaf and Ukhiya Upazila under Cox's Bazar District, to different disasters and improve the social service delivery system and disaster resilience to both the communities. This project will follow a sustainable development pathway that is resilient to disaster and climate change effects.

There are twenty six (26 as per Revised DPP) work packages under the project comprising different construction activities, among them fourteen are road packages. Based on revised DPP these screening reports are being prepared for package-EMCRP/W-23 comprising 15 sub projects within the host community following the guidelines of ESMF and RPF (details are mentioned in below table location of sub project). Existing categories of (earthen/HBB/BFS/BC) roads 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 cannot move along the road due to damage in different section, so existing road need to be improved immediately. However, LGED & D&SC team has conducted social screening and results are indicates that no trees, structures, community properties or any other assets will be affected by the implementation of these sub-project. It is also necessary to mentioned that, all the proposed roads will be improved along the existing alignment with average 4.9-meter width including 0.6 meter both side slopes owned by government. So, Land acquisition and population displacement/relocation shall not be needed to implement these sub projects. Even, no voluntary land donations are also been required. LGED & D&SC team has conducted screening at all sub-projects under package W-23 following the guidelines of ESMF and RPF.

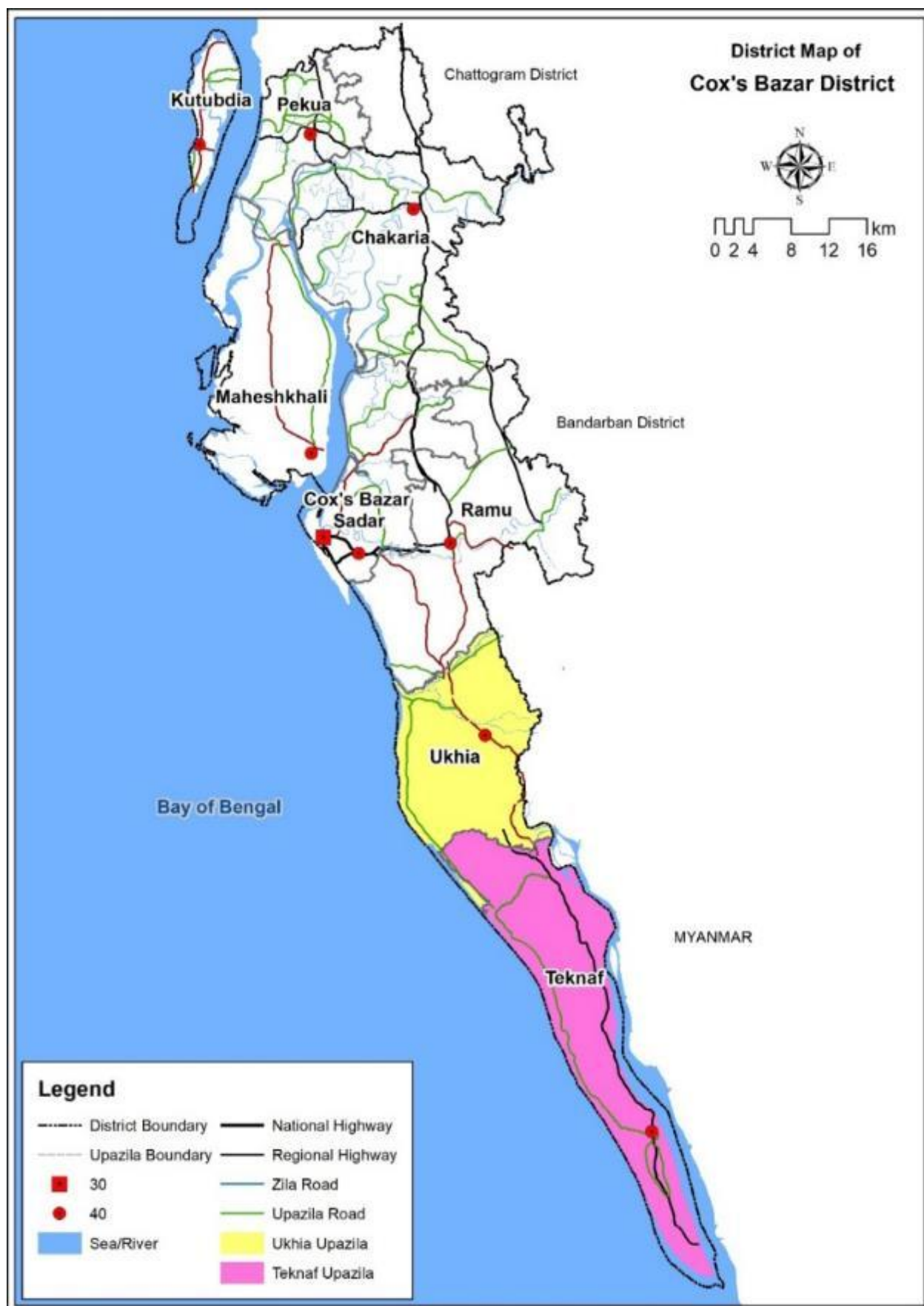
2. Location of Sub project

Name of District	Name of Upazila	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Average Crest/Top width 3.7 meters & both side slope 0.6 meter)				Within the DRP (Meter)	Within the Host Communities (Meter)	Intervention Types
					Left slope (M)	Crest/Top of width (M)	Right slope (M)	Total width of road (M)			
Cox's Bazar	Ukhiya	W.23 (23.01)	Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m. Road ID: 422945003	1205	0.6	3.7	0.6	4.9	-	1205	Existing Broken Brick Flat Soiling (BFS) & Herring-Bone-Bond (HBB) road will be paved which entirely GOB land
		W.23 (23.02)	Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m. Road ID: 422945004	810	0.6	3.7	0.6	4.9	-	810	Existing Broken Brick Flat Soiling (BFS) & Herring-Bone-Bond (HBB) road will be paved which entirely GOB land
		W.23 (23.03)	Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m. Road ID: 422945005	372	0.6	3.7	0.6	4.9	-	372	Existing Broken Herring-Bone-Bond (HBB) road will be paved which entirely GOB land
		W.23 (23.04)	Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to	700	0.6	3.7	0.6	4.9	-	700	Existing Broken Herring-Bone-Bond (HBB) road will be paved which entirely GOB

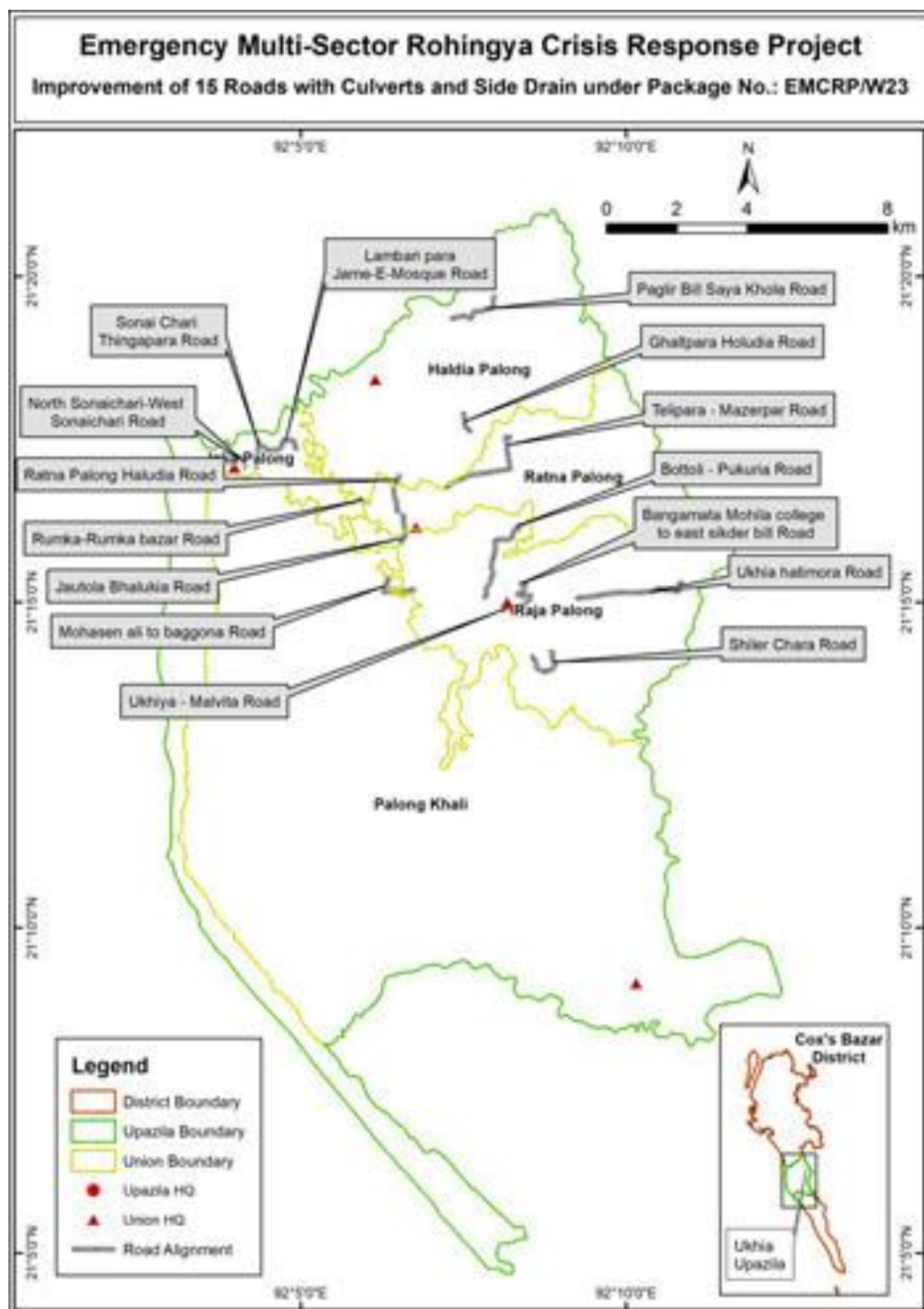
			Ch. 700m. Road ID: 422944054							land
	W.23 (23.05)	Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m. Road ID: 422945006	845	0.6	3.7	0.6	4.9	-	845	Existing Broken Herring-Bone-Bond (HBB) road will be paved which entirely GOB land
	W.23 (23.06)	Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m. Road ID: 422945018	945	0.6	3.7	0.6	4.9	-	945	Existing Broken Brick Flat Soiling (BFS) and earthen road will be paved which entirely GOB land
	W.23 (23.07)	Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m. Road ID: 422945019	2340	0.6	3.7	0.6	4.9	-	2340	Existing Broken Bituminous carpeting (BC), Brick Flat Soiling (BFS) & Earthen road will be paved which entirely GOB land
	W.23 (23.08)	Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m. Road ID: 422945025	975	0.6	3.7	0.6	4.9	-	975	Existing Broken Brick Flat Soiling (BFS) & Earthen road will be paved which entirely GOB land
	W.23 (23.09)	Improvement of Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m. Road ID: 422944060	2845	0.6	3.7	0.6	4.9	-	2845	Existing Broken Herring-Bone-Bond (HBB) & Earthen road will be paved which entirely GOB land
	W.23 (23.10)	Improvement of Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m. Road ID: 422944050	2320	0.6	3.7	0.6	4.9	-	2320	Existing Broken Herring-Bone-Bond (HBB) road will be paved which entirely GOB land
	W.23 (23.11)	Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m. Road ID: 422944058	2546	0.6	3.7	0.6	4.9	-	2546	Existing Broken Herring-Bone-Bond (HBB) & Earthen road will be paved which entirely GOB land
	W.23 (23.12)	Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m. Road ID: 422945074	1517	0.6	3.7	0.6	4.9		1517	Existing Broken Herring-Bone-Bond (HBB) & Brick Flat Soiling (BFS) road will be paved which entirely GOB land
	W.23 (23.13)	Improvement of Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m. Road ID: 422945078	1405	0.6	3.7	0.6	4.9		1405	Existing Broken Brick Flat Soiling (BFS) & Earthen road will be paved which entirely GOB land
	W.23 (23.14)	Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m. Road ID: 422945079	1228	0.6	3.7	0.6	4.9		1228	Existing Broken Herring-Bone-Bond (HBB), Brick Flat Soiling (BFS) & Earthen road will be paved which entirely GOB land
	W.23 (23.15)	Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m. Road ID: 422945082	2310	0.6	3.7	0.6	4.9		2310	Existing Broken Brick Flat Soiling (BFS) & Earthen road will be paved which entirely GOB land

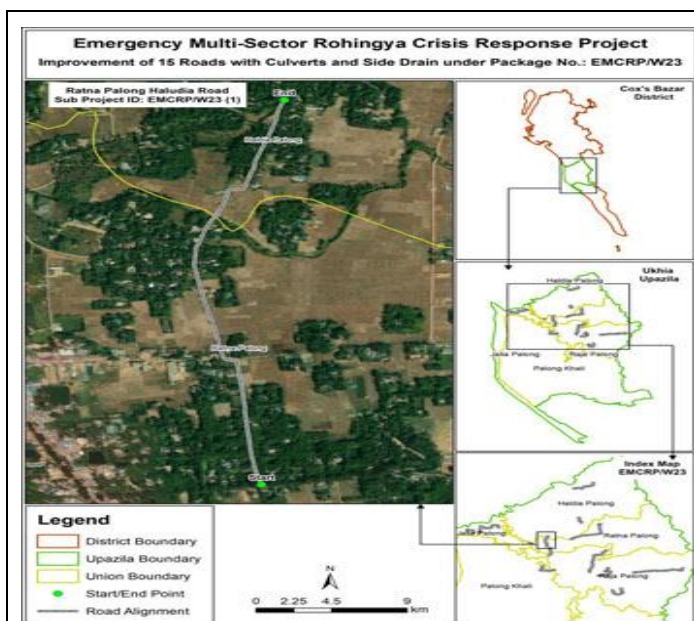
The Project Map and details location of sub-projects are given below;

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

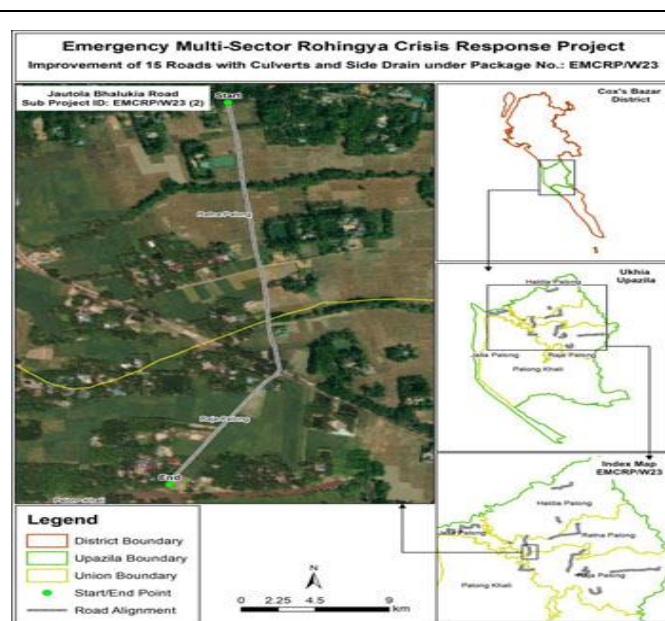


4. Map of Sub-Project Location

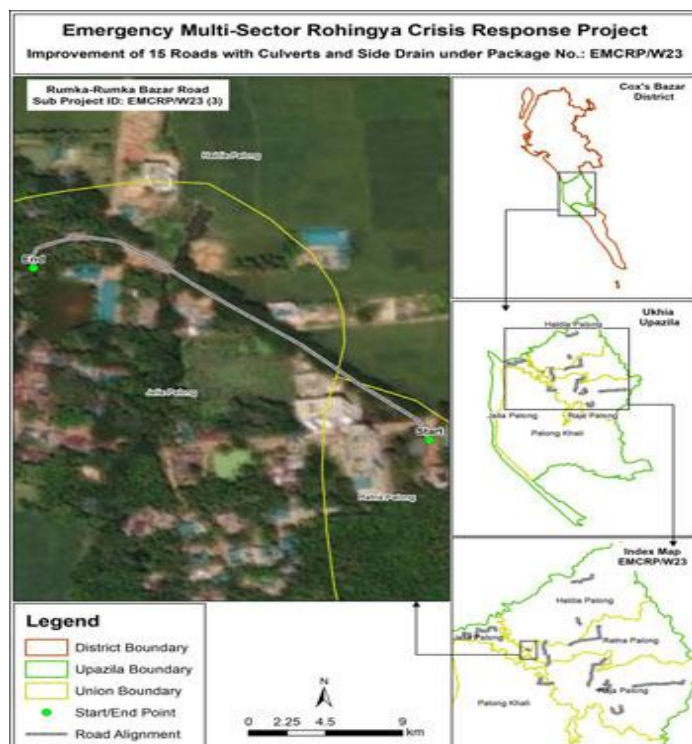




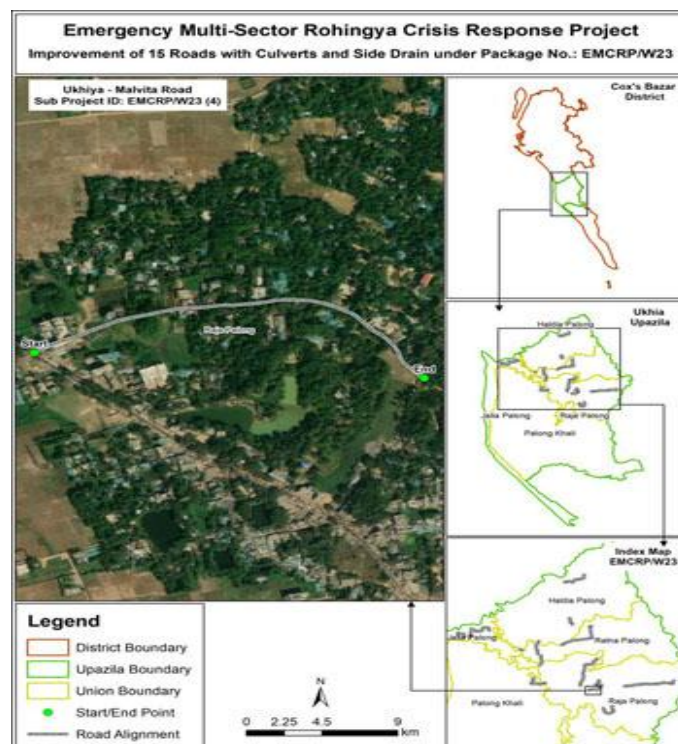
Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m. Package Number: EMCRP/W23.01 & Road ID: 422945003



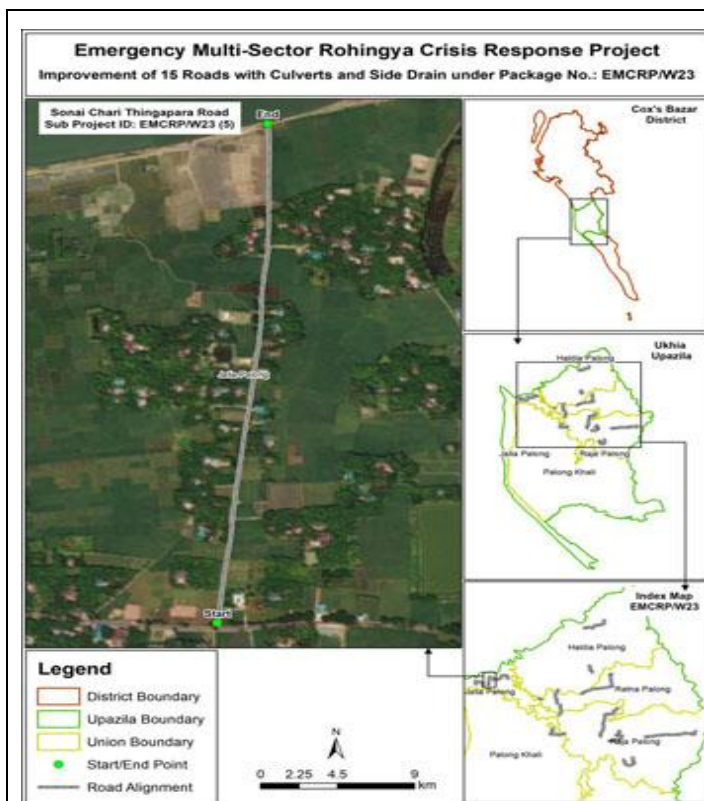
Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m. Package Number: EMCRP/W23.02 & Road ID: 422945004



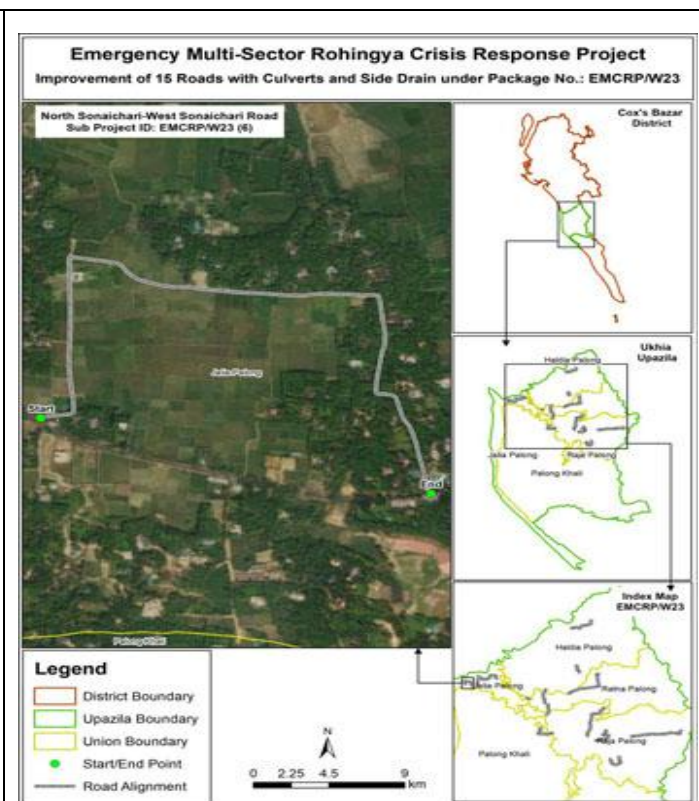
Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m. Package Number: EMCRP/W23.03 & Road ID: 422945005



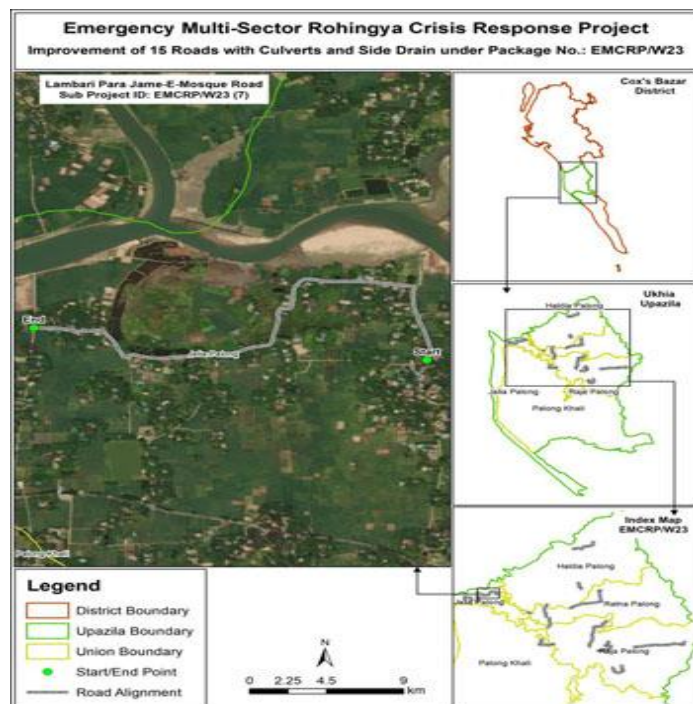
Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m. Package Number: EMCRP/W23.04 & Road ID: 422944054



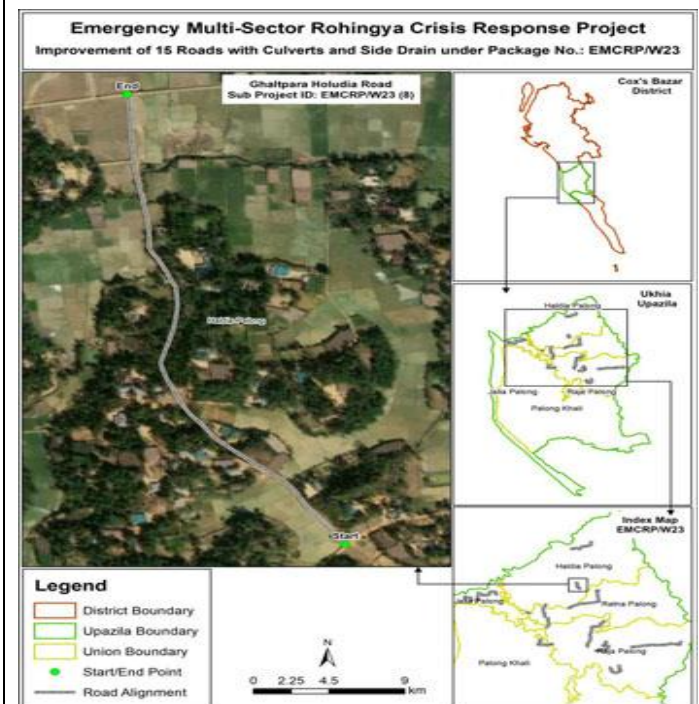
Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m. Package Number: EMCRP/W23.05 & Road ID: 422945006



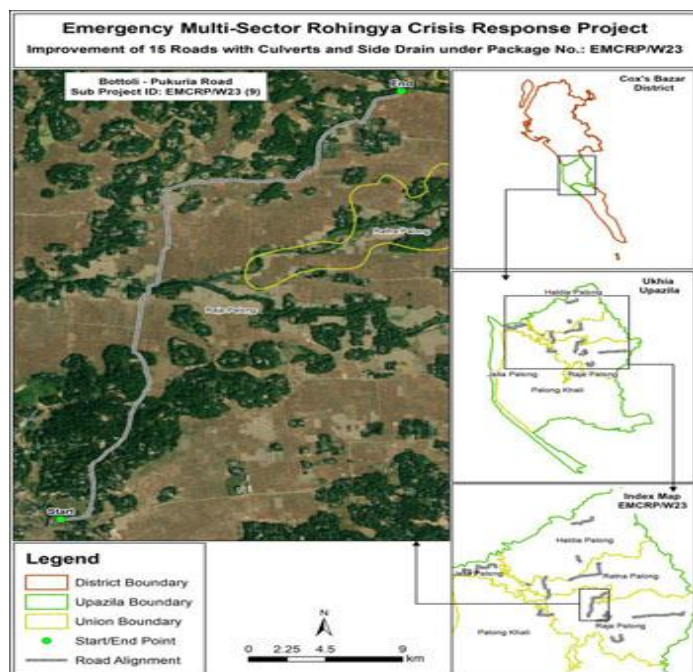
Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m. Package Number: EMCRP/W23.06 & Road ID: 422945018



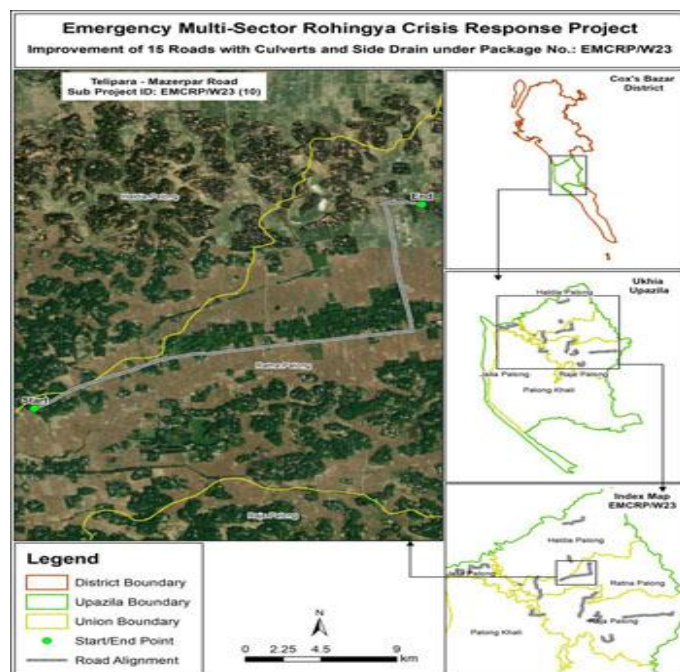
Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m. Package Number: EMCRP/W23.07 & Road ID: 422945019



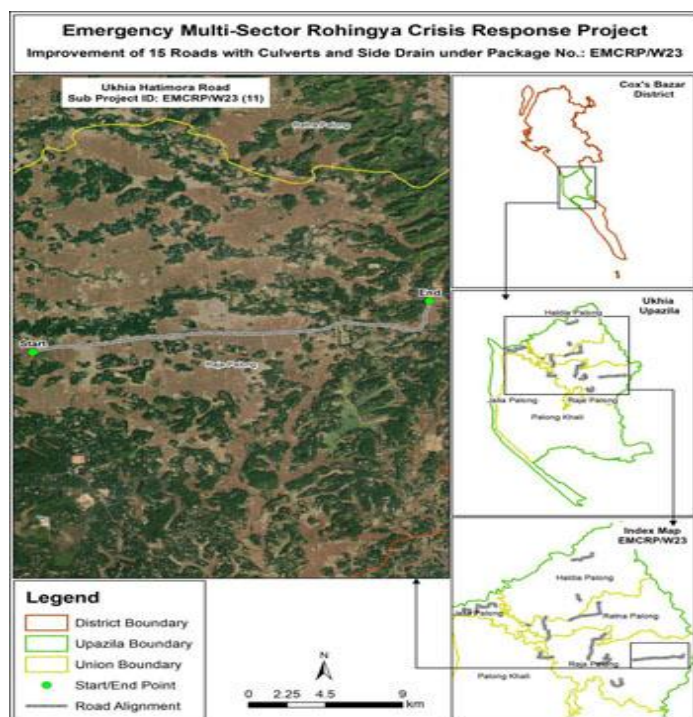
Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m. Package Number: EMCRP/W23.08 & Road ID: 422945025



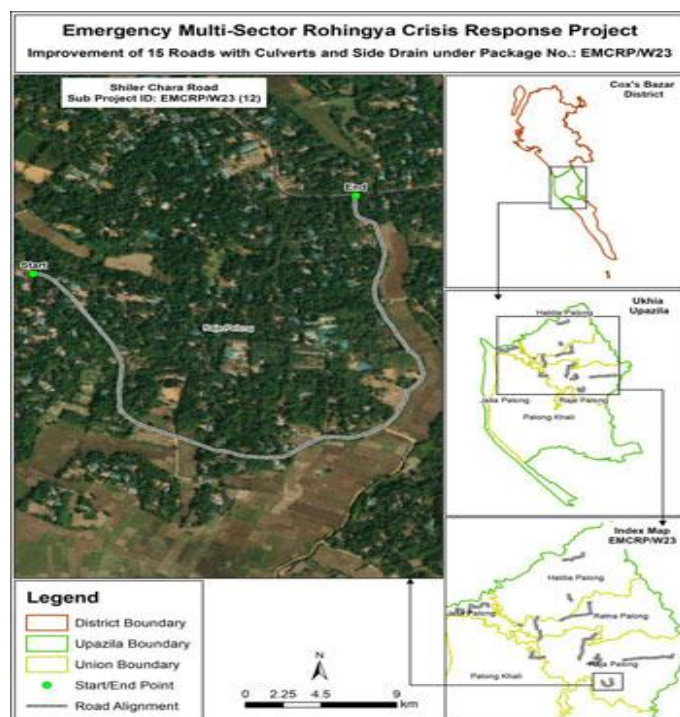
Improvement of Bottoli-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m. Package Number: EMCRP/W23.09 & Road ID: 422944060



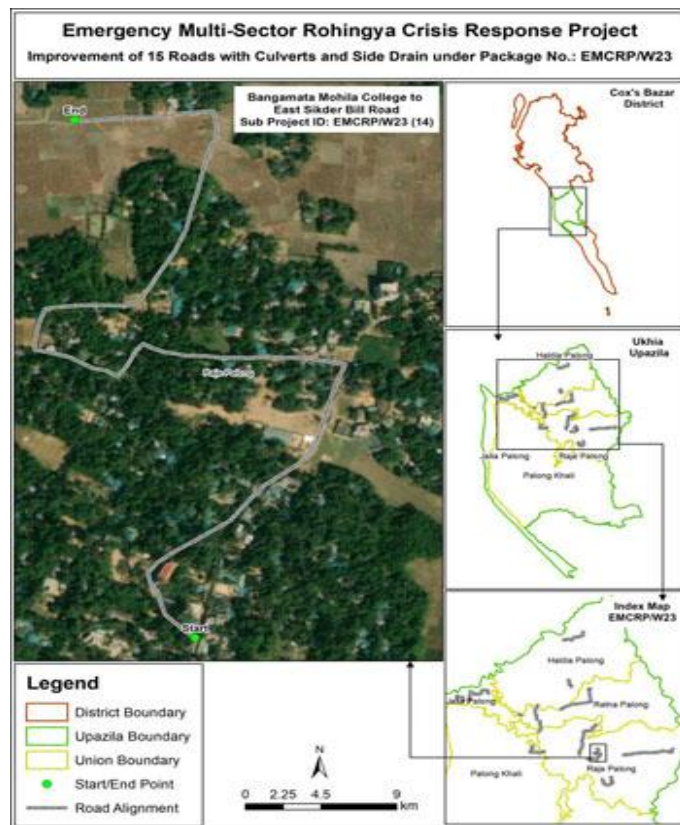
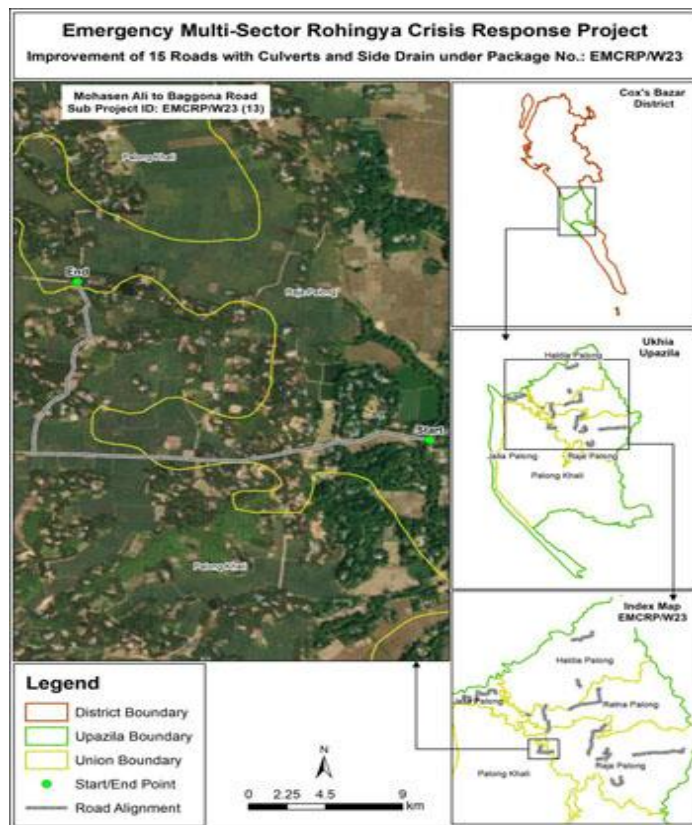
Improvement of Telipara - Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m. Package Number: EMCRP/W23.10 & Road ID: 422944050



Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m. Package Number: EMCRP/W23.11 & Road ID: 422944058

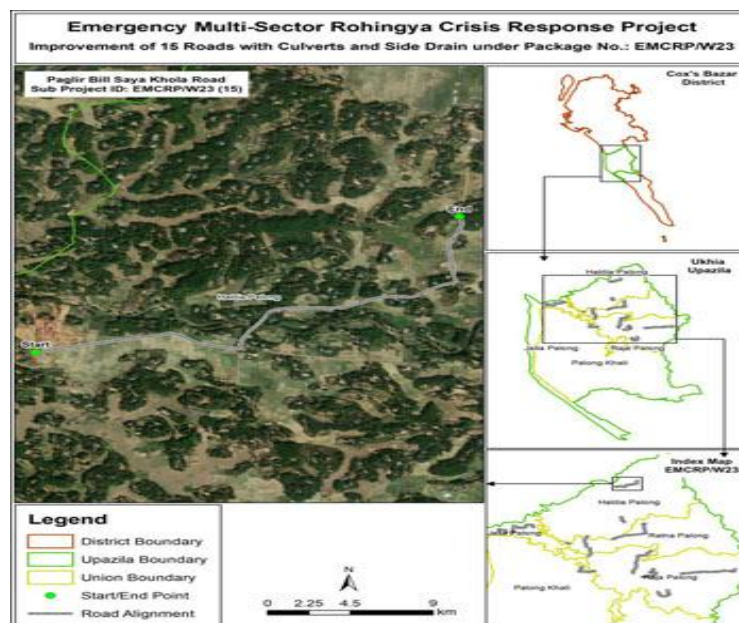


Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m. Package Number: EMCRP/W23.12 & Road ID: 422945074



Improvement of Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m. Package Number: EMCRP/W23.13 & Road ID: 422945078

Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m. Package Number: EMCRP/W23.14 & Road ID: 422945079



Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m. Package Number: EMCRP/W23.15 & Road ID: 422945082

5. Methodology:

A team consisting of social and environment specialists and 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 has been used to obtain social screening and necessary primary data relating to population, household, land acquisition requirement, land ownership, losses of land, assets and other factors. Further information has been gathered through interviews of key informants (KI) and most important stakeholder consultation meeting through a FGD approach to capture the communities' opinion and feedback regarding the proposed sub-projects.

6. Summary of Key Findings:

6.1 Summary impacts:

Proposed sub projects will be improved on existing government land; so, no land acquisitions are required for the proposed road construction. After screening of the sub project it has confirmed that, the construction for improvement work of proposed roads will not affect any structures, community properties or any assets. Existing different categories of roads such as earthen/HBB/BFS/BC already have (4.9-meter width) average 4. 9-meter width including 0.6 meter both side slops. So, no additional land is required. Social Screening surveys confirmed that no trees require to cut off or no structures of CRP will be affected.

However, due to change of alignment or if any new impacts are identified, mitigation measures will be taken following by RPF and ESMF. Sub-project will not cause any negative livelihood impacts. No tribal peoples are identified during screening survey. No squatters or vendors will be affected by the project.

Even though, we are anticipating and conscious about the possible impact may be occurred during and after improvement. However, LGED obviously take necessary steps as against the impact and will resolve public issues by working with the community and GRC 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
 - Land value both side of the road will be increased tremendously.

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

Overall, the sub-projects impact will be positive.

6.2 Existing Condition of Proposed Roads:

EMCRP/W-23 comprising 15 sub projects within the host community of Ukhiya Upazila under Cox's Bazar district and present condition of these roads are various categories such as earthen/ HBB/BFS/BC are in poor conditions. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use some portion of the roads due to muddy and potholes. Even vehicles could not ply along the road. The community expressed that if roads are being developed and it will be generated tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the roads are found empty. Structures, trees, Community properties or any other assets will not be affected by the sub-projects. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

6.3 Users Opinion:

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

The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of these road peoples of this locality easily get the transports facilities to move the hospital without any trouble.

6.4. Construction induced impact issues:

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

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

6.5. 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.

6.5. Road Connectivity & Feature Benefit:

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

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related needs goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights.
- Reduced pollution and GHG (Greenhouse gas) emissions
- To improve trade and commerce facility.
- To reduce road accident and improve safety movement.
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of these road peoples of this locality easily get the transports to move to the hospital without any trouble.
- The social team have been consulted the local peoples regarding direct and indirect employment generation opportunity pattern for both male and female at this area. The team has also focused the feature changes in creation of employment and generation of household income, thus to bring changes in socio-economic conditions of the people, family and society. Also develop level of awareness.

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

6.6. Impact Mitigation Measures:

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

In addition, the contractor will make sure walkways are clearly marked with signage as a walkway. All walkways shall be provided with good conditions with ease of movement and adequate space. **See details in Annex-18.**

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 354 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 Eight (28) participants (Union Parishad Chairman & Members) and three hundred twenty-six (326) 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, summery of consultation/FGD outcomes are mentioned below table 1,2 &3;

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

No.	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
1	05/10/2020, 06/10/2020 & 07/10/2020	Union Parishad Chairman & members	20	8	28
2	05/10/2020, 06/10/2020, 07/10/2020, 08/10/2020 & 10/10/2020	Local Stakeholders (Host Communities)	252	74	326
Total participants			272	82	354

Table: 2: Summary of Consultation Outcomes

Issues	Opinion and questions	Reply from LGED
Compensation	Have any compensation provision if affected any assets by the project?	Yes, if affected any assets LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government rules and regulations (ARIPA-2017)
Vulnerable HHHs/severely affected HHHs	Have any Vulnerable HHHs/Severely affected HHHs along the alignment	If vulnerable HHHs are identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHHs members as unskilled labor during construction if they wanted to.
Improvements of local business facilities	Local Business facilities will be increased after road development?	Yes, after road development economic transaction as well as business related communication will be increased, which will contribute the national economy.
Grievance redress committee	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well grievance management procedures by GRC to resolve sub project related grievances if arise. People can entries their grievances by written in a register book preserved in Upazila Engineering office.
structure	Any structure will affect?	No structures were identified within the RoW during the screening. However, if any structures are identified affected during implementation, compensation will be paid following the guidelines of RPF.
Land	Except RoW any additional land will be required?	Sub project will be implemented with existing roads. So, additional will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
livelihood	Livelihood will be hampered?	Livelihood will not be hampered negatively.
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	During screening, there are no business is identified

Issues	Opinion and questions	Reply from LGED
	temporary business will be affected?	with the proposed RoW. However, there are few shops outside the proposed RoW. If they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for daily local skill and unskilled labour.
Road safety	During construction work accident may occur, have any plan to mitigate these issues.	Yes, Road safety will be maintained strictly. Before start work contractor will arrange a safety related orientation for staff and local community.

Table: 3: Attendance of local community Consultation as follows

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
1	Improvement of Ratnapalong Holudia Road	06/10/2020	In front of Kabir Miah House, Tekpara	19	9	28	<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</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 also be responsible for coordination and monitoring of the progress of all aspects. Health and safety training shall be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers. Also inform to participants that LGED will implement these sub projects with community participants and have scope to complain any grievances to UZ level GRC. No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land. Contractor needs temporary basis</p>
2	Improvement of Jautala Bhalukia Road	06/10/2020	Chadrikata Kamal's shop	9	4	13		
3	Improvement of Rumka-Rumka Bazar Road	06/10/2020	Adjacent to Rumka Bazar	9	0	9		
4	Improvement of Ukhiya Malvita Road	07/10/2020	Borhan Calling Center Shop, Malvita	18	3	21		
5	Improvement of Sonaichari Thingapara Road	05/10/2020	Adjacent to Sonaichari Road	13	4	17		
6	Improvement of North Sonaichari-West Sonaichari Road	05/10/2020	West Sonaichhari Siraj Store (Grocery) Shop	12	5	17		
7	Improvement of Lambari Para Jame Mosque Road	06/10/2020	Badiul Alam's shop, Lambari para	18	16	34		
8	Improvement of Ghaltpara Holudia Road	07/10/2020	Ghatipara Khalek Market	10	0	10		
9	Improvement of Bottoly-Pukuria Road	10/10/2020	Rafique store, Jamtoli Station, South Pukuria and Aziz Store,	20	13	33		

			Jamtoli				entry any grievances?	additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work.
10	Improvement of Telipara-Mazerpara	06/10/2020	In front of Telipara Government Primary School	16	0	16	6. During construction to need additional private land for temporary basis?	No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work.
11	Improvement of Ukhiya Hatimora Road	07/10/2020	Amir Store, West Dorgabill and Alom Store, Hatimara	25	14	39	7. Livelihood of local people will be hampered ?	Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.
12	Improvement of Shiler Chara Road	08/10/2020	Abdullah Store, Shilerchara	19	2	21	8. Have any scope for local labour?	
13	Improvement of Mohasen Ali to Baggona Road	08/10/2020	Alamgir Merchant Shop, Harinmara	24	1	25	9. Road will be blocked during work	
14	Improvement of Bangamata Mohila College to East Sikder bill Road	07/10/2020	Borhan Calling Centre, Malvita	18	3	21		
15	Improvement of Paglir Bill Soya Khola Road	07/10/2020	Paglir Bill Abdur Rahman's tea shop	22	0	22		
Total participants				252	74	326		

The key outputs of stakeholder consultation meeting are (See list of participants, Annex-22 to 36):

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 (CoC) for labor, wages, avoiding discrimination between male and female workers etc.
11. Ensuring equal wage for female labor including site security and facilities.
12. Ensuring that GBV is not occurring at the working site.

8. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local Community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractors need to hire skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 440 Labors (skill and unskilled) may be generated during construction work for the 15 sub projects at least 270 active working days (see Table No-4 sub package wise tentative daily labor and total active working days). 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.

Table No-4 sub package wise tentative daily labor and total active working days

Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Per day tentative labor (No)	Days	Total labor days
W.23 (23.01)	Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m. Road ID: 422945003	1205	24	270	6480
W.23 (23.02)	Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m. Road ID: 422945004	810	16	270	4320
W.23 (23.03)	Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m. Road ID: 422945005	372	8	270	2160
W.23 (23.04)	Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m. Road ID: 422944054	700	14	270	3780
W.23 (23.05)	Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m. Road ID: 422945006	845	9	270	2430
W.23 (23.06)	Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m. Road ID: 422945018	945	19	270	5130
W.23 (23.07)	Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m. Road ID: 422945019	2340	47	270	12690
W.23 (23.08)	Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m. Road ID: 422945025	975	20	270	5400
W.23 (23.09)	Improvement of Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m. Road ID: 422944060	2845	57	270	15390

W.23 (23.10)	Improvement of Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m. Road ID: 422944050	2320	46	270	12420
W.23 (23.11)	Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m. Road ID: 422944058	2546	51	270	13770
W.23 (23.12)	Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m. Road ID: 422945074	1517	30	270	8100
W.23 (23.13)	Improvement of Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m. Road ID: 422945078	1405	28	270	7560
W.23 (23.14)	Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m. Road ID: 422945079	1228	25	270	6750
W.23 (23.15)	Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m. Road ID: 422945082	2310	46	270	12420
Total =		22363	440		118800

9. Labor and Contractors Management due to COVID-19:

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

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

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

- Obtaining adequate supplies of medical PPE, including gowns, aprons, curtains, medical/non-medical fabric masks and respirators (N95, KN95 or FFP2); gloves (medical, and heavy duty for cleaners); eye protection (goggles or face screens); hand washing soap and sanitizer; and effective cleaning equipment. Where relevant PPE cannot be obtained, the plan should consider

viable alternatives, such as cloth masks, alcohol-based cleansers, hot water for cleaning and extra handwashing facilities, until such time as the supplies are available .

- Training medical staff on the latest WHO advice and recommendations on the specifics of COVID-19.
- Conducting enhanced cleaning arrangements, including thorough cleaning (using adequate disinfectant) of catering facilities/canteens/food/drink facilities, latrines/toilets/showers, common areas, including door handles, floors and all surfaces that are touched regularly.
- Training and providing cleaning staff with adequate PPE when cleaning consultation rooms and facilities used to treat infected patients.
- Implementing a communication strategy/plan to support regular communication, accessible updates and clear messaging to health workers, regarding the spread of COVID-19 in nearby locations, the latest facts and statistics, and applicable procedures.

Most critical social issues are being maintained at the site during COVID-19 pandemic. With the lockdown imposed by the government with effect from 26th March, 2020, work in all EMCRP packages contractors as well as workers has been following the below Site Poster Illustrating COVID-19 as Precautionary Measures;



10. Traffic Management:

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

11. Monitoring System:

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

12. Grievance Redress:

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

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

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

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

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

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

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

(iv) location, and (v) how the complaint was resolved.

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

Fourth Level (National Level): If a grievance remains unsolved at district level, it will be referred to the respected agencies at the national level i.e. MOLGRD&C. LGED will address the referred grievances using their existing grievances resolution protocols Safeguards focal points of relevant agencies will be responsible for facilitating the resolution process. All the meeting minutes of a particular case (level 1-level 3) must be presented before the hearing. Based on the hearing and supporting document, committee will solve the issues. Moreover, in case of any labor related issues, labors can directly complain to the contractors and contractors are bound to solve the issues immediately by Bangladesh Labor law 2006. Labors of host communities are also allowed to complain to any level directly.

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

13. Positive impacts by the sub-project:

The Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) has been designed in order to reduce the vulnerability of Forcibly Displaced Myanmar National (FDMN) along with people from the host communities in Teknaf and Ukhiya Upazila under Cox's Bazar district, to different disasters and improve the social service delivery system and disaster resilience to both the communities.

This project will follow a sustainable development pathway that is resilient to disaster and climate change effects.

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.
- Land value of these surrounding areas especially both side of the road will increase.

14. Social Management Plan (SMP):

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

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none"> • No land acquisition will be required as road will be improved on existing alignment which entirely Government land. • No additional land will be required to construct the roads. • The Local community has agreed to provide space beside the road keep the construction materials during construction work. • There is no physical asset affected by the intervention of sub-projects/roads. we expecting no grievances will be found from the neighboring in the sub projects. If we found grievance from outside of the sub project, we will consult on emergency basis in order to solve the problems accordingly. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of livelihood	<ul style="list-style-type: none"> • Due to Rohingya influx, host communities' daily income may be reduced severely (Not affected by proposed Sub-project). Contractor need to engage local labor as priority (both skilled and unskilled) at their construction work as good number of unskilled workers would be required. • Woman labor shall get priority at the time of labor recruitment. • During construction work social safeguard compliance will be maintained properly by the contractor. 	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC

Loss of Business	<ul style="list-style-type: none"> Cash compensation equivalent replacement value of structure (or part of structure) constructed by the DP. 	Pre-Construction stage	PIU & Contractor	Social Team and PIU
If residential Households are Affected?	Project avoided land acquisition from the beginning if any residential structures of the squatters Identified then Project will be compensated for shifting the house in another government vacant land or alternative.	Pre-Construction stage	PIU & Contractor	
If any squatters are Affected?	Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies.	Pre-Construction stage	PIU & Contractor	
Loss of Trees	<ul style="list-style-type: none"> Cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years. Cash compensation equivalent to prevailing market price of timber for non-fruit trees. 	Pre-Construction stage	PIU & Contractor	
Stakeholders Engagement	<ul style="list-style-type: none"> All the project stakeholders will be consulted and separate community level consultation meeting will be held with the potential affected HHs. All the safeguard documents will be disclosed to all the relevant stakeholders before the start construction works. Local people must be consulted before the construction work start All the stakeholders will be informed about the GRM and to be ensured their membership as a member of GRC. 	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC.
Loss of right to access induced impacts.	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. Mitigation measures will be taken at the satisfactory level after discussion with communities. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC.
Site Selection & implementing interventions:	<ul style="list-style-type: none"> Selection of sub-project sites and all implementing interventions must take place outside of the elephant 	Pre-Construction stage	PIU	Social Development Specialist,

Human-elephant conflict	<p>corridor/influence area.</p> <ul style="list-style-type: none"> • 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. 			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 like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values. • Minimize cut & fill operations, the site clearing and grubbing operations will be limited to specific locations only. • The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Safety Issues	<ul style="list-style-type: none"> • An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured. • Health and safety training should be ensured to the Rohingya labors. • All the camp labors to wear ID cards. • Child labors are not allowed for any form of activities • Site(s) shall be secured by fencing and by fencing and ridge (if needed). • Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all workplace equipment. • To be ensured immediately testing 	Construction stage	Construction Contractor	

	for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&SC and PMU.			
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, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication will be in the TMP where parking lot will be established and how it will be managed. • Adequate arrangement will be in TMP for reducing inconveniences of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. • Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians. • Adequate road signs to be planted on access roads to limit vehicular speeds • Construct properly designed speed ramps on access roads • Traffic signs will be both in Bangla and Rohingya language at appropriate places 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Increase in diversion road accidents	<ul style="list-style-type: none"> • The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment. • The movement of heavy machinery and equipment shall be restricted to defined routes. • Proper signs to be displayed at diversion. • Road diversions and closures to be informed well in advance to the local community. • Local community will be trained traffic management and awareness. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality	<ul style="list-style-type: none"> • Respected community deserving 	Construction	Construction	Social &

construction work of the RCC road	quality construction works (side by side with the construction engineers and Design and Supervision Consultant).	stage	Contractor	Environmental Specialist and D&SC
Safety during construction of the RCC roads	<ul style="list-style-type: none"> Awareness building program will be taken on social safety matters through providing training from the project before commencement. At the same time, compliance will be ensured by the contractors. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Drinking 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
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp. Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. Treated water will be made available at site for labour drinking purpose. Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD. 	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Health & Safety Risks	<ul style="list-style-type: none"> The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks. 	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of

	<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 signposted and with adequate lighting for diversion road or temporary road. • Signposts clearly mention any slippery areas of diversion. • Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. • Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate 			PIU, PSC, and D & SC
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	<p>personal.</p> <ul style="list-style-type: none"> • 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 			
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	<p>different locations within the site.</p> <ul style="list-style-type: none"> • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities. • Ensure that all workers exposed to a risk are aware of the possible dangers. They will be given thorough training in how to protect themselves 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 diversion /temporary road markings . • Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion. • Recording and reporting of accident incidents to local police station • Annual reporting of accident figures to PSC 	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> • The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability. 	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> • LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area • Important places and institutions will be well connected • People will enjoy improved connection to local schools, colleges, and other educational institutions. 	Operation & Maintenance	Local Government institution	Union Parishad

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
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15. Recommendations:

Disclosure of all relevant project construction information during consultation processes with concerned communities is crucial. The involvement of relevant stakeholders in the sub-project's (roads) implementation process will help to build a sense of belonging within the community. Furthermore, establishing and maintaining an effective Grievance Redress Mechanism (GRM) would enable any affected parties to present their issues and gain equitable solutions to their problems by impartial hearing.

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

16. Conclusions:

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

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

Annex-01: At a Glance Key Findings by Social Screening of 15 Sub Project's under package number EMCRP/W.23 (Road improvement), 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
01	Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m.	Package Number: EMCRP/W23.01 & Road ID: 422945003	BC Road	Ukhiya Upazila in Cox's Bazar district	1.205	Government land	No	No	No	No	No	Done	Recommended for implementation
02	Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m.	Package Number: EMCRP/W23.02 & Road ID: 422945004	BC Road	Do	0.810	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m.	Package Number: EMCRP/W23.03 & Road ID: 422945005	BC Road	Do	0.372	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m.	Package Number: EMCRP/W23.04 & Road ID: 422944054	BC Road	Do	0.700	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m.	Package Number: EMCRP/W23.05 & Road ID: 422945006	BC Road	Do	0.845	Government land	No	No	No	No	No	Done	Recommended for implementation
06	North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m.	Package Number: EMCRP/W23.06 & Road ID: 422945018	BC Road	Do	0.945	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation

SI #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
07	Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m.	Package Number: EMCRP/W23.07 & Road ID: 422945019	BC Road	Ukhiya Upazila in Cox's Bazar district	2.340	Government land	No	No	No	No	No	Done	Recommended for implementation
08	Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m.	Package Number: EMCRP/W23.08 & Road ID: 422945025	BC Road	Do	0.975	Government land	No	No	No	No	No	Done	Recommended for implementation
09	Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m.	Package Number: EMCRP/W23.09 & Road ID: 422944060	BC Road	Do	2.845	Government land	No	No	No	No	No	Done	Recommended for implementation
10	Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m.	Package Number: EMCRP/W23.10 & Road ID: 422944050	BC Road	Do	2.320	Government land	No	No	No	No	No	Done	Recommended for implementation
11	Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m.	Package Number: EMCRP/W23.11 & Road ID: 422944058	BC Road	Do	2.546	Government land	No	No	No	No	No	Done	Recommended for implementation

SI #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
12	Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m.	Package Number: EMCRP/W23.12 & Road ID: 422945074	BC Road	Ukhiya Upazila in Cox's Bazar district	1.517	Government land	No	No	No	No	No	Done	Recommended for implementation
13	Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m.	Package Number: EMCRP/W23.13 & Road ID: 422945078	BC Road	Do	1.405	Government land	No	No	No	No	No	Done	Recommended for implementation
14	Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m.	Package Number: EMCRP/W23.14 & Road ID: 422945079	BC Road	Do	1.228	Government land	No	No	No	No	No	Done	Recommended for implementation
15	Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m.	Package Number: EMCRP/W23.15 & Road ID: 422945082	BC Road	Do	2.310	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of 23.01, 23.02, 23.03, 23.04, 23.05, 23.06, 23.07, 23.08, 23.09, 23.10, 23.11, 23.12, 23.13, 23.14 & 23.15 (According to field visit)

Sl #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
1	Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m.	Package Number: EMCRP/W2 3.01 & Road ID: 422945003	Ukhiya Upazila	Latitude Value: 21°27'25.4" N Longitude Value: 92°10'81.8" E	Latitude Value: 21°28'27.9" N Longitude Value: 92°10'85.6" E	-	1205	06/10/2020	09.30 AM	Ratnapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	Upazilla official's & Local Government Representatives: <ul style="list-style-type: none"> Due to Rohingya influx, the density of populations has increased which created heavy pressure on existing road structure and created untold miseries to the Host communities. Presently, people of these areas are facing huge traffic jam because of increasing numbers of vehicles of local, national, international agencies as well as Government agencies. Upazila Engineer said, if necessary, to relocate existing infrastructure then contact will be made to other implementing agencies including RRRC & CIC from Upazila level for smooth execution of the proposed sub Project Upazila Administration and
								06/10/2020	11.45 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
2	Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m.	Package Number: EMCRP/W2 3.02 & Road ID: 422945004	Do	Latitude Value: 21°16'21.6" N Longitude Value: 92°06'34.2" E	Latitude Value: 21°15'52.7" N Longitude Value: 92°06'31.1" E	-	810	06/10/2020	09.30 AM	Ratnapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								06/10/2020	12.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m.	Package Number: EMCRP/W2 3.03 & Road ID: 422945005	Do	Latitude Value: 21°16'31.00" N Longitude Value: 92°06'00" E	Latitude Value: 21°16'35.00" N Longitude Value: 92°05'53.00" E	-	372	06/10/2020	09.30 AM	Ratnapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								06/10/2020	02.50 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
4	Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m.	Package Number: EMCRP/W2 3.04 & Road ID: 422944054	Do	Latitude Value: 21°24'78.2" N Longitude Value: 92°13'45.3" E	Latitude Value: 21°24'73.7" N Longitude Value: 92°14'02.8" E	-	700	07/10/2020	09.20 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								07/10/2020	02.15 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

5	Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m.	Package Number: EMCRP/W2 3.05 & Road ID: 422945006	Do	Latitude Value: 21°28'42.1" N Longitude Value: 92°07'18.6" E	Latitude Value: 21°29'16.7" N Longitude Value: 92°07'24.6" E	-	845	05/10/2020	09.30 AM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	Government officials firmly confirmed that they will provide all sorts of support and assistance to execute the project.
								05/10/2020	05.45 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
6	Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m.	Package Number: EMCRP/W2 3.06 & Road ID: 422945018	Do	Latitude Value: 21°17'08" N Longitude Value: 92°03'54" E	Latitude Value: 21°17'3.99" N Longitude Value: 92°04'9.2" E	-	945	05/10/2020	09.30 AM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	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
								05/10/2020	05.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
7	Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m.	Package Number: EMCRP/W2 3.07 & Road ID: 422945019	Do	Latitude Value: 21°28'87.6" N Longitude Value: 92°08'19.9" E	Latitude Value: 21°28'98.7" N Longitude Value: 92°07'24.9" E	-	2340	05/10/2020	09.30 AM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								06/10/2020	02.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
8	Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m.	Package Number: EMCRP/W2 3.08 & Road ID: 422945025	Do	Latitude Value: 21°17'36.2" N Longitude Value: 92°07'37.0" E	Latitude Value: 21°17'55.5" N Longitude Value: 92°07'29.9" E	-	975	07/10/2020	11.00 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								07/10/2020	04.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
9	Improvement of Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m.	Package Number: EMCRP/W2 3.09 & Road ID: 422944060	Do	Latitude Value: 21°25'12.7" N Longitude Value: 92°12'98.6" E	Latitude Value: 21°26'99.6" N Longitude Value: 92°14'00.3" E	-	2845	07/10/2020	09.20 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								10/10/2020	04.40 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

10	Improvement of Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m.	Package Number: EMCRP/W2 3.10 & Road ID: 422944050	Do	Latitude Value: 21°16'39" N Longitude Value: 92°07'16" E	Latitude Value: 21°17'34" N Longitude Value: 92°08'16" E	-	2320	06/10/2020	09.30 AM	Ratnapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								06/10/2020	05.15 PM	Sub-Project Area	Local Stakeholders (Host Communities)
11	Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m.	Package Number: EMCRP/W2 3.11 & Road ID: 422944058	Do	Latitude Value: 21°25'07.2" N Longitude Value: 92°15'37.2" E	Latitude Value: 21°25'54.6" N Longitude Value: 92°18'06.9" E	-	2546	07/10/2020	09.20 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								07/10/2020	10.15 AM and 11.45 AM	Sub-Project Area	Local Stakeholders (Host Communities)
12	Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m.	Package Number: EMCRP/W2 3.12 & Road ID: 422945074	Do	Latitude Value: 21°23'61.8" N Longitude Value: 92°14'22.3" E	Latitude Value: 21°23'78.6" N Longitude Value: 92°14'73.8" E	-	1517	07/10/2020	09.20 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)

belongings of the Households will be affected due to project intervention.

Local Stakeholders (Host Communities): -

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

								08/10/2020	01.08 PM	Sub-Project Area	Local Stakeholders (Host Communities)
13	Improvement of Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m.	Package Number: EMCRP/W2 3.13 & Road ID: 422945078	Do	Latitude Value: 21°25'30.1" N Longitude Value: 92°11'27.5" E	Latitude Value: 21°25'69.1" N Longitude Value: 92°10'54.5" E		1405	07/10/2020	09.20 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								08/10/2020	04.03 PM	Sub-Project Area	Local Stakeholders (Host Communities)
14	Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m.	Package Number: EMCRP/W2 3.14 & Road ID: 422945079	Do	Latitude Value: 21°24'84.0" N Longitude Value: 92°14'05.8" E	Latitude Value: 21°25'46.8" N Longitude Value: 92°13'93.3" E		1228	07/10/2020	09.20 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								07/10/2020	02.15 PM	Sub-Project Area	Local Stakeholders (Host Communities)
15	Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m.	Package Number: EMCRP/W2 3.15 & Road ID: 422945082	Do	Latitude Value: 21°19'21.0" N Longitude Value: 92°07'17.4" E	Latitude Value: 21°19'43" N Longitude Value: 92°07'58" E		2310	07/10/2020	11.00 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								07/10/2020	11.45 AM	Sub-Project Area	Local Stakeholders (Host Communities)

Crest / Top width of Package of 23.01, 23.02, 23.03, 23.04, 23.05, 23.06, 23.07, 23.08, 23.09, 23.10, 23.11, 23.12, 23.13, 23.14, 23.15
(According to field data)

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
01	Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m.	Package Number: EMCRP/W23.01 & Road ID: 422945003	Ukhiya Upazila	0.6	3.7	0.6	4.9	
02	Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m.	Package Number: EMCRP/W23.02 & Road ID: 422945004	Do	0.6	3.7	0.6	4.9	
03	Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m.	Package Number: EMCRP/W23.03 & Road ID: 422945005	Do	0.6	3.7	0.6	4.9	
04	Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m.	Package Number: EMCRP/W23.04 & Road ID: 422944054	Do	0.6	3.7	0.6	4.9	
05	Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m.	Package Number: EMCRP/W23.05 & Road ID: 422945006	Do	0.6	3.7	0.6	4.9	
06	Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m.	Package Number: EMCRP/W23.06 & Road ID: 422945018	Do	0.6	3.7	0.6	4.9	
07	Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m.	Package Number: EMCRP/W23.07 & Road ID: 422945019	Ukhiya Upazila	0.6	3.7	0.6	4.9	

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
08	Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m.	Package Number: EMCRP/W23.08 & Road ID: 422945025	Do	0.6	3.7	0.6	4.9	
09	Improvement of Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m.	Package Number: EMCRP/W23.09 & Road ID: 422944060	Do	0.6	3.7	0.6	4.9	
10	Improvement of Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m.	Package Number: EMCRP/W23.10 & Road ID: 422944050	Do	0.6	3.7	0.6	4.9	
11	Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m.	Package Number: EMCRP/W23.11 & Road ID: 422944058	Do	0.6	3.7	0.6	4.9	
12	Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m.	Package Number: EMCRP/W23.12 & Road ID: 422945074	Ukhiya Upazila	0.6	3.7	0.6	4.9	
13	Improvement of Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m.	Package Number: EMCRP/W23.13 & Road ID: 422945078	Do	0.6	3.7	0.6	4.9	
14	Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m.	Package Number: EMCRP/W23.14 & Road ID: 422945079	Do	0.6	3.7	0.6	4.9	
15	Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m.	Package Number: EMCRP/W23.15 & Road ID: 422945082	Do	0.6	3.7	0.6	4.9	

Annex-02: Pictures of Existing View & location of 15 Sub-Projects under package number EMCRP/W23, LGED.



Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m. Package Number: EMCRP/W23.01 & Road ID: 422945003



Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m. Package Number: EMCRP/W23.02 & Road ID: 422945004



Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m. Package Number: EMCRP/W23.03 & Road ID: 422945005



Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m. Package Number: EMCRP/W23.04 & Road ID: 422944054



Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m. Package Number: EMCRP/W23.05 & Road ID: 422945006



Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m. Package Number: EMCRP/W23.06 & Road ID: 422945018



Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m. Package Number: EMCRP/W23.07 & Road ID: 422945019



Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m. Package Number: EMCRP/W23.08 & Road ID: 422945025



Improvement of Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m. Package Number: EMCRP/W23.09 & Road ID: 422944060



Improvement of Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m. Package Number: EMCRP/W23.10 & Road ID: 422944050



Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m. Package Number: EMCRP/W23.11 & Road ID: 422944058



Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m. Package Number: EMCRP/W23.12 & Road ID: 422945074



Improvement of Mohasen Ali to Baggon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m. Package Number: EMCRP/W23.13 & Road ID: 422945078



Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m. Package Number: EMCRP/W23.14 & Road ID: 422945079



Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m. Package Number: EMCRP/W23.15 & Road ID: 422945082

Annex-03: Social Screening of Ratnapalong Holudia Road (Package Number: EMCRP/W-23.01)

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:

Ratnapalong Holudia Road will be improvement by BC road from Ch. 1100-2305m. Based on field survey, this proposed road is at present broken Brick Flat Soiling (BFS) & Herring-Bone-Bond (HBB). This proposed Ratnapalong Holudia road belongs to Tekpara and North West Barobil, khandakarpara villages at Ratnapalong & Haldiapalong union, Ward-8, 7 under Ukhiya Upazila. This road has started from Late Hazi Bodiuddin Soudagar Graver (Jautala Road) stretching 1205 meters from South side to North side. Some cultural, archaeological, religious sites near (within 1km) of site are at north side Darogamora Graveyard/Mosque (500m), Fatematuz zohora Madrassa (500m), Torshakhali khal (500m), Kotbazar Ideal KG School (20m NW). At south side of the Road Matborpara jame Mosque (180m), New Jhautola Mosque (400m). At east side of the road Ahmadia Rahmania Hefzokhana and Madrassa (180m), Palong High School (200m), Rotnapalong GPS (200m), Rotnapalong Buddhist Mandir (400m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers here. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, for drainage of rain water 08 nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 1100m, Ch. 1188m, Ch. 1413m, Ch. 1519m, Ch.1630m, Ch. 1873m, Ch.2030m, Ch. 2285m, and 01 nos. Box Culverts (dimension: 2.0mX2.0m) at Ch. 1362, 779.0 m L-Drain 100.0m Palisading wall and 45.0m Toe wall at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945003
Package No:	EMCRP/W-23.01
District	Cox's Bazar
Upazila	Ukhiya
Union	Ratnapalong & Haldiapalong
WARD	08 & 07
Proposed Chainage	1205m
Distance from Upazila Head quarter	4.5 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Herring-Bone-Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°27'25.4" N Longitude Value: 92°10'81.8" E
Road Ending Point Coordinates	Latitude Value: 21°28'27.9" N Longitude Value: 92°10'85.6" E
Land ownership	Govenment Land

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: There are available skilled and unskilled work forces in the sub-project location. No foreign skilled and unskilled workers will be needed for the remaining period of the project. If the contesters want, then they will be hired some skilled workforces from the outside. Unskilled labors get need to hired absolutely not. In construction work approximately 24 skilled and unskilled workforces are expected to be required for the construction work. Among them 06 are skilled and 18 are unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area? Answer: The size of local population in the project area are near about</p>

	<p>5780. Male- 3179 and Female- 2601. The total number of families are near about 1420.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: There is no Rohingya people near the proposed road. The Rohingya camp is 10 km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</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. Near about 8,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 18 months.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle

Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			✓			No land will be required to 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			✓			It is clearly revealed that income sources and means of livelihoods will not be

acquisition?				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? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. 				

- Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

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

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

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodity's due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. 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 Jautala Bhalukia Road (Package Number: EMCRP/W23.02)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Jhowtola Valukia road will be improved under the proposed sub-project by BC from Ch. 00 - Ch. 810m. Based on field survey, this proposed road is at present broken Brick Flat Soiling (BFS) & Herring-Bone-Bond (HBB). It will be improved on existing alignment which is situated at Village-Tekpara, Rotnapalong union, ward-08, in Ukhia Upazila of Cox's Bazar District. Jhowtola Valukia road has started from Rotnapalong Takpara in front Raigul Abedin Choudhuri's house. Starting point GPS Coordinates: Lati: 21° 16' 21.6". Long: 92° 06' 34.3". Jhowtola Valukia road stretching 810 meters from North side to South side. Some cultural, archaeological, religious sites near (within 1km) of site are at north side Rotnapalong UP (800m), Purbo Rotna Moitree Boddho Mondir (850m), at South side Tuturbil central Mosque/graveyard (450m), Tuturbil GPS (700m), at East side Palong ghata Community Center (200m), Hijulia Khal (500m), at West side Madbor para jame Mosque (15m), Coutbazar (500m). No scope to

disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. At the consultation meeting, the people of the area requested for the addition of drain, culvert and other things to increase the durability of the road. In this reason, durability of road for drainage of rain water 07 nos. Cross Drain (dimension: 0.975m X 0.975m) at Ch. 141m, Ch. 155m, Ch. 262.0m, Ch. 294.0m, Ch. 477.0m and 01 Ch. 355m, 01 no. Box Culvert size 2vent: 4.5m X 4.5m at Ch.800.0m, 44.0m Toe wall at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945004
Package No:	EMCRP/W-23.02
District	Cox's Bazar
Upazila	Ukhiya
Union	Rotnapalong
WARD	08
Proposed Chainage	810 m
Distance from Upazila Head quarter	3 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Herring-Bone-Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°16'21.6" N Longitude Value: 92°06'34.2" E
Road Ending Point Coordinates	Latitude Value: 21°15'52.7" N Longitude Value: 92°06'31.1" E
Land ownership	Government Land

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

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

Answer:

The proposed Sub-project Jhowtola Valukia village Road have no located historical sites were found. There are not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

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

<p>potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for the remaining period of the project, In the based on FGD approximately 16 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 12 will be unskilled workforces. No foreign workers are will not be needed to at this locality in construction work. The construction area is totally out of the camp, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hires maximum workers from the local workforce as project required, because in sub project areas have an enough unskilled worker including skilled labor also. But maximum skill labor hired from outside of the sub project by the requirement of the contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area 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?</p> <p>Answer: Unskilled labor is available and some skilled in this area; So, If the skill labor of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers, peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constriction labor shed is available in this sub project areas.</p>
<p>Is the project located in a rural or remote area?</p>	<p>✓ What is the size of local population in the project area?</p> <p>Answer: According to the Union Parishad and local's community, the size of local population of the sub-project area is 3300. Out of 3300 population, 1025 are males and 875 are females. The total number of families is 380.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The sub-project area belongs to the host community. There is no Rohingya people near this proposed road. The Rohingya camp is 8 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?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area.</p>

	<p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area. In 24 hours, local and outsiders are communicating in the project area. Both local community and outsiders are around 6000 peoples frequently visits this area 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 270 working days 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 • 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.</p>

	Several consultation meeting and informal interaction with local community have been conducted effectively.
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Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			√			No land will be required to 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 & some are Herring-Bone-Bond (HBB) .
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?				√		No land acquisition won't be required. It is clearly revealed that income sources and means of livelihoods won't 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				√		No scope to change site location.

activities?				
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local 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.				
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-05: Social Screening of Rumka-Rumka Bazar Road (Package Number: EMCRP/W-23.03)
Local Government Engineering Department (LGED)
Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)
Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Rumka-Rumka Bazar road will be improved under the proposed sub-project (Rumka-Rumka Bazar Road by BC from Ch. 00 - Ch. 372m). Based on field survey, this proposed road is at present broken Herring-Bone-Bond (HBB). It will be improved on existing alignment which situated at Village- West Rotna, Union- Ratnapalong, Ward- 09 in Ukhiya Upazila of Cox's Bazar District. This road has started from the side of Cout Bazar Chairman's house. Starting point GPS Coordinates: Lati: 21° 16' 31". Long: 92° 06' 00". Rumka-Rumka Bazar Road stretching 372 meters from East side to West side. There are some important socio-cultural and religious components along the road length, including are at north side Horio Dhan Mondir (200m), Fokirer Dorgha (200m), ATM Jafor Alom Diabetic Hospital (1000m), Crematorium (500m), Grageyard (550m). At south side Rumkha bazar Mala Mia Hafijia Jame Mosque (5m), Rumkha Bazar(5m), West Rotna GPS (500m), Palong Publics school (100m). At East side Coutbazar (400m), Coutbazar Jame Mosque (500m). At West side Rumkha bazar panjekhana jame Mosaque (5m), Rumkha Moni Market (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:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. At the consultation meeting, the people of the area requested for the addition of drain, culvert and other things to increase the durability of the road. In this reason, durability of road for drainage of rain water 02 nos. Cross Drain (dimension: 0.975m X 0.975m) at Ch. 254m & 350m and Ch. 35.0m Palisading at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945005
Package No:	EMCRP/W23.03
District	Cox's Bazar
Upazila	Ukhiya
Union	Ratnapalong
WARD	09
Proposed Chainage	372m
Distance from Upazila Head quarter	6.50 KM
Present Condition of Road	Broken Herring-Bone-Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°16'31.00" N Longitude Value: 92°06'00" E
Road Ending Point Coordinates	Latitude Value: 21°16'35.00" N Longitude Value: 92°05'53.00" E
Land ownership	Government Land

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

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

Answer: The proposed Sub-project is located within West Rotna village. Some other villages named South Madbor para, Kulal para, Rumkha Soropara etc. within one kilometer. No historical sites were found. Not required to relocate local community. Some Household Boundary made of bamboo and tin may need adjustments. That is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project but earlier Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. Approximately 8 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 5 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hires maximum workers from the local workforce as project required, because in sub project areas have an enough unskilled worker including skilled labor also. But maximum skill labor hired from outside of the sub project by the requirement of the contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p>

	<p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area 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?</p> <p>Answer: Unskilled labor is available and have some skilled labor in this area; So, If the skill labor of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constriction labor sheds is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: According to the Union Parishad and local's community, the size of local population of the sub-project area is 5500. Out of 5500 population, 2960 are males and 2640 are females.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 11 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area. In 24 hours, local and outsiders are communicating in the project area. Both local community and outsiders are around 10000 peoples frequently visits this area 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	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p>

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>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 duration is about 270 working days 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 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 constructed on existing alignment. Meanwhile, Local

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

<p>13: Who are the stakeholders of the project?</p> <p>Answer: local 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.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur. • 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 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-06: Social Screening of Ukhiya Malvita Road (Package Number: EMCRP/W-23.04)

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Ukhiya Malvita Road will be improvement by BC road from Ch. 00 - 700m. Based on field survey, this proposed road is at present broken Herring-Bone-Bond (HBB). It will be improved on existing alignment which is situated in Rajapalong union, Village-Malvita, ward no.-05 under Ukhiya Upazila of Cox's Bazar district. This road has started from opposite of Ukhiya Press Club (Cox's Bazar-Teknaf highway) stretching 700 meters from West side to East side. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Wahabi Eyatimkhana/Hefzokhana (500m), Malvita Jame Mosque (1km), Polli Bidyut office (50m), Bongomata Mohila College (900m), Prottashi office (10m), Grameen Bank (20m NE), at south side Forest office (750m), Ukhiya School (500m), Dakbanglo (500m), Polli biddyt electricity generation plant (10m), at east side Veterinary hospital (700m), NGO forum (50m), IRC Office (20m) and west side Press Club (30m), Shahid Minar (30m), Shorkari Mosque (30m), Buddhist Crematorium (250m). 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:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, for drainage of rain water 02 nos. Cross Drain (dimension: 0.975m X 0.975m) at Ch. 591m, Ch. 676m, and 01 nos. Box Culverts (dimension: 2.0m X 2.0m) at Ch. 1362, 544.0 m RCC U-Drain at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944054
Package No:	EMCRP/W23.04
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	05
Proposed Chainage	700m
Distance from Upazila Head quarter	0.5 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB)

Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°24'78.2" N Longitude Value: 92°13'45.3" E
Road Ending Point Coordinates	Latitude Value: 21°24'73.7" N Longitude Value: 92°14'02.8" 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 based on FGD. Approximately 14 skilled and unskilled workforces are expected to be required for the construction work. Among them 4 will be skilled and 10 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</p>

	outside laborers.
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 1620. Male- 842 and Female- 778. The total number of families are near about 320.</p> <p>✓ What is the size of the host Rohingya community? Answer: This proposed sub project is total host community, so there is no Rohingya people near the proposed road. The Rohingya camp is about 5 km away from the sub-project.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: The frequency and extent of contact between the local community and outsiders is very high.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background? Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources? Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community? Answer: one and half year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated? Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier

Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: yes, the Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Yes, the Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			✓			No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?			✓			BC road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?			✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?			✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?				✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?				✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?				✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?				✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any

				business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, The project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <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. 				

<ul style="list-style-type: none"> • During the construction work, any kind of accident may occur. •
<p>20: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their 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 Sonaichari Thingapara Road (Package Number: EMCRP/W-23.05)

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

Sub-project Location:

The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, for durability of road 24.0m Palisading wall and 646.0m Toe wall at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945006
Package No:	EMCRP/W23.05
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	02
Proposed Chainage	845m
Distance from Upazila Head quarter	10.00 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°28'42.1" N Longitude Value: 92°07'18.6" E
Road Ending Point Coordinates	Latitude Value: 21°29'16.7" N Longitude Value: 92°07'24.6" E
Land ownership	Government Land

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

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

Answer: Within the range of Proposed sub-project there is no historical and Archeological structure that is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that in this sub-project area, no elephant migration routes exist. Elephant migration routes were about 5-6 km away from this sub-project. No disturbance is anticipated due to construction activities to those social components. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 9 skilled and unskilled workforces are expected to be required for the construction work. Among them 3 will be skilled and 6 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</p>

	<p>work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, it has revealed that most of the nonskilled 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?</p> <p>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?</p> <p>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?</p> <p>Answer: The size of local population in the project area is near about 3120. Both are Male and Female. Male- 1716 and Female- 1404. The total number of families are near about 540.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: This proposed sub project is total host community, so there are no Rohingya people near the proposed road. The Rohingya camp is 14 km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: 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?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya	<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</p>

population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much 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.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?	√			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due to road construction.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	√			Few Rain trees will be lost due to construction of proposed road.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)				
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.
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer:</p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur.
<p>20: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their 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 North Sonaichari-West Sonaichari Road (Package Number: EMCRP/W23.06)

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

North Sonaichari-West Sonaichari road will be improved under the proposed sub-project (Improvement of North Sonaichari-West Sonaichari Road by BC from Ch. 0.00 - Ch. 945m. Based on field survey, this proposed road is at present Broken Brick Flat Soiling (BFS) and earthen. It will be improved on existing alignment which is situated under Rajapalong union, Village-West Sonaichari, Ward-02 of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from the shop of Shiraz Store near R&H Road. Starting point GPS Coordinates: Lat: 21° 17' 53". Long: 92° 03' 54". North Sonaichari-West Sonaichari Road, there are some important socio-cultural and religious components along the road length, including are at North side West Sonaichari Mosque (30m), Rejur Khal (400m), Pebar Dip Hill (500m). At south side Kalar ghona Hill (800m), Jaliapalong Mosque, Madrassa, and Grageyard (20m). At East side Sonaichari GPS (450m), Jaliapalong High School (150m). At West side Sonarpara Bazar (800m), Jaliapalong UP (500m). 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:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. At the consultation meeting, the people of the area requested for the addition of drain, culvert and other things to increase the durability of the road. In this reason, durability of road for drainage of rain water 06 nos. Cross Drain (dimension: 0.975m X 0.975m) at Ch. 168.0m, Ch. 470.0m, Ch. 515.0m, Ch. 565.0m, Ch. 607.0m and Ch. 879.0m, 01 no. Box Culvert size 2.0m X 2.0m at Ch. 1362.0m, 281.0m Toe wall and 25.0m Palisading work at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945018
Package No:	EMCRP/W23.06
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	02
Proposed Chainage	945 m
Distance from Upazila Head quarter	10 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) and earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°17'08" N Longitude Value: 92°03'54" E
Road Ending Point Coordinates	Latitude Value: 21°17'3.99" N Longitude Value: 92°04'9.2" E
Land ownership	Government Land

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

Description of project intervention area and project influence area with schematic diagram (where

relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:

Answer: The proposed North Sonaichari-West Sonaichari Road totally host community. There is no historical and Archeological structure and no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In the sub-project location has many socio-cultural assets located, but that will not be affected by the construction work. No Elephants corridors have present in the sub-project area, and no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</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 19 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 15 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hires maximum workers from the local workforce as project required, because in sub project areas have an enough unskilled worker including skilled labor also. But maximum skill labor hired from outside of the sub project by the requirement of the contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area 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?</p> <p>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?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>

<p>Is the project located in a rural or remote area?</p>	<p>✓ What is the size of local population in the project area? Answer: According to the Union Parishad and local's community, the size of local population of the sub-project area is 7000 including male and female. About 1600 households live in the sub-project area.</p> <p>✓ What is the size of the host Rohingya community? Answer: In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 12km 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 their daily requirements. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: Outsiders always frequently visited the area. In 24 hours, local and outsiders are communicating in the project area. Both local community and outsiders are around 10000 peoples frequently visits this area daily</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
<p>Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?</p>	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background? Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources? Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community? Answer: The expected duration of the incoming workers duration is about 270 working days 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 of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another. • Different Diseases may spread in the area for over population.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			✓			No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?	✓					BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓					This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓					There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?			✓			N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?			✓			No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction

				of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local 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.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success;				

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

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: Social Screening of Lambari Para Jame Mosque Road (Package Number: EMCRP/W23.07)

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Lambari Para Jame Mosque Road will be improved by BC from Ch. 00 - Ch. 2340m. The Sub-Project is categorized as a village road-A. Based on field survey, this proposed road is at present broken Bituminous Carpeting (BC), Brick Flat Soiling (BFS) & Earthen. This sub-project improved on existing alignment which situated at Jaliapalong union, Village- Dighir Bil Uttar Para, Uttor Purbo Sonaichari, Lambaripara, Lambari Uttarpara, Ward- 02 under Ukhia Upazila of Cox's Bazar district. This road starts from Lambaripara Chowrastar Moar (Bodiul Alom Store) and end at Rajur Khal. Some cultural, archaeological, religious sites near (within 1km) of site are at north side Old Graveyard (300m), Rejur khal (100m) at south side of the Road Shoudagorpara Madrassa (20m), Baitul Karim Jame Mosque (300m), Shomitoguna Forest (2km), at east side of the road Households (30m) and West side of the road Lomboripara GPS (20m), Lomboripara Jame Mosque (50m), Lomboripara Hefzokhana (60m), Shonaichori High School (1200m). Three roads are

connected by the proposed road i.e. (i) Lambaripara Primary School Road (ii) Lambaripara Mosque Road and (iii) Digirbill road. No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, durability of road for drainage of water 06 nos. Cross Drain (dimension: 0.975m X 0.975m) at Ch. 811.0m, Ch. 1267.0m, Ch. 1321.0m, Ch. 1752.0m, Ch.1846.0m, Ch. 2070.0m, and 01 nos. Box Culverts (Dimension: 2.0m X 2.0m) at Ch. 1590.0m, 374.0m Palisading wall and 388.0m Toe wall at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945019
Package No:	EMCRP/W23.07
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	02
Proposed Chainage	2340m
Distance from Upazila Head quarter	5.0 Km
Present Condition of Road	Broken Bituminous Carpeting (BC), Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°28'87.6" N Longitude Value: 92°08'19.9" E
Road Ending Point Coordinates	Latitude Value: 21°28'98.7" N Longitude Value: 92°07'24.9" E
Land ownership	Government Land

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: The foreign workers are no need for the remaining period of the project. In construction work approximately 47 skilled and unskilled</p>

significant for the local community?	<p>workforces are expected to be required for the construction work. Among them 11 will be skilled and 36 will be unskilled workforces. There are available unskilled workforces in the project location and some skilled workforces may be hired from the outside of the proposed project.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: The project hired well enough unskilled workers from the local workforce as many as project required. Some skilled workers have there. How to manage is this, it's depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. Contractors need to hire some skilled workers from outside to the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: The total workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house. But some skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 4230. Both are Male and Female. Male- 2178 and Female- 2052. The total number of families are near about 600.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: There are no Rohingya people near the proposed road. The Rohingya camp is so far away. Like 10.5km from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: local and outsiders' people are frequently use this project area. People use this road by passing to connect different important places of Union and Upazila for their daily need. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily. People use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Around 2000 outsiders are frequency and extent of contact between the local community</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be considered by the sub-project during construction phases.</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which

	will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 01 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

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

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

<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 even consultant team 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 constructed at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-10: Social Screening of Ghatipara Holudia Road (Package Number: EMCRP/W23.08)**Local Government Engineering Department (LGED)**

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

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

Ghatipara Holudia road will be improved under the proposed sub-project by BC from Ch. 00 - Ch. 975m. Based on field survey, this proposed road is at present Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated at Village - Ghatirpara, Union- Halodiapalong, Ward-05, in Ukhiya Upazila of Cox's Bazar District. Ghatipara Haldia Road has started from Ghatipara in front of Khalek Market. Starting point GPS Coordinates: Lati: 21° 17' 21.6". Long: 92° 06' 36.2". Some cultural, archaeological, religious sites near (within 1km) of site are at North side Nasir para-Mosque (100m), Holudia Khal (500m). At South side Hatirghona Baitul shorof jame Mosque (600m), South Holodia Bazar (500m), Mowlovi para-Madrassa (800m). At East side Modhom Holodia GPS (100m), Ghatipara Community Clinic (400m), Mohajon Boddho Bihar (900m), at West side Nasir para jame Mosque (400m), Nasir para-Station (200m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. For drainage of rain water 01 no. 3.0m X 2.0m RCC Box culvert, 04 nos. cross drain (0.975 X 0.975) at Ch. 128m, 372.0m, 552.0m & Ch. 636.0m, 545.0m L-drain at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945025
Package No:	EMCRP/W23.08
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	05
Proposed Chainage	975 m
Distance from Upazila Head quarter	10 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°17'36.2" N Longitude Value: 92°07'37.0" E
Road Ending Point Coordinates	Latitude Value: 21°17'55.5" N Longitude Value: 92°07'29.9" E
Land ownership	Government Land

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

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

Answer: The proposed sub-project Ghatipara Haldia Road, have no any historical and Archeological

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for the remaining period of the project, In the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 05 will be skilled and 15 will be unskilled workforces. No foreign workers are will not be needed to at this locality in construction work. The construction area is totally out of the camp, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hires maximum workers from the local workforce as project required, because in sub project areas have an enough unskilled worker including skilled labor also. But maximum skill labor hired from outside of the sub project by the requirement of the contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area 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?</p> <p>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?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: According to the Union Parishad and local's community, the size of local population of the sub-project area is 4800. Out of 4800 population, 2135 are males and 2665 are females. The total number of families is 1200.</p>

	<p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The sub-project area belongs to the host community. There is no Rohingya people near this proposed road. The Rohingya camp is 25km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 8,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</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 270 working days 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 • 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</p>

	<p>community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road improvement.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the improvement of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				

10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local 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.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur. 				
18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students				

regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

Annex-11: Social Screening of Bottoly-Pukuria Road (Package Number: EMCRP/W23.09)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Bottoly-Pukuria Road proposed road will be improved by BC from ch.00 - 2845m. To improve the road by existing alignment which situated at Union - Rajapalong, Village-Bottali, West Shikdar Bill, East Shikdar Bill, Jamtoli, North Pukuria, South pukuria, Goyalmara, Moulivipara, Kamuria Bill, Word – 02, 05 & 6 under Ukhiya Upazila in Cox's Bazar District. Based on field survey, this proposed road is broken Herring-Bone-Bond (HBB) & Earthen. This road started from Battali Graveyard (Tea stall of Mr. Syed Nur) and go through North & connect end point of West Goal Mara culvert (Rice Mill of Mr. Mohamamd Rashid). Some cultural, archaeological, religious sites near (within 1km) of site are at north side Graveyard(400m), South Pukuria Jame Mosque (800m), Shikdar Beel GPS (500m), Furkania Madrassa (800m), Moullovipara Jame Mosque (1km). At south side of the Road Jamtoli Jame Mosque (30m), Ukhiya Sadar Hospital (500m), Rajapalong Madrassa(1km), Rajapalong GPS(1km), Balika madrassa(1km). At east side of the road West Shikdar beel jame mosque (500m), Graveyard(500m) and at west side of the road North Pukuria GPS (1km), Clinic (1km), West Digulia Water Management Cooperative Association (WMCA) office (250m), Goyalmara Jame Mosque (500m), North Pukuria Mosque (500m), Pukuria east jame Mosque (500m), Rice Mill (50m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers here. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason durability of road for drainage of rain water 01 nos. Cross Drain (dimension: 0.975m X 0.975m) at Ch. 1864.0m and 02 nos. Cross Drain (dimension: 0.750m X 0.750m) at Ch. 391m, Ch.

530m, and 01 nos. Box Culverts (dimension: 2.0m X 2.0m) , 01 nos. Box Culverts (dimension: 3.5mX3.5m), 381.0m RCC U-Drain at different chainage, 198.0m L-Drain at different chainage, 1067.0m Palisading wall and 383.0m Toe wall (105 X 2.0 X 2.5) at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944060
Package No:	EMCRP/W23.09
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	02, 05 & 06
Proposed Chainage	2845m
Distance from Upazila Head quarter	0.9 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°25'12.7" N Longitude Value: 92°12'98.6" E
Road Ending Point Coordinates	Latitude Value: 21°26'99.6" N Longitude Value: 92°14'00.3" E
Land ownership	Government Land

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the project. If contactors have need then some skilled workforces may be hired from the outside. In construction work approximately 57 skilled and unskilled workforces are expected to be required for the construction work. Among them 14 will be skilled and 43 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: The majority portion of workforce will be hired from the local work. There are available skilled and unskilled work forces in the project location.</p>

	<p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but some skilled labor coming from outside so they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 12200. Both are Male and Female. Male- 5917 and Female- 6283. The total number of families are near about 2950.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: This proposed sub project is total host community, so there is no Rohingya people near the proposed road. The Rohingya camp is 05 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: From the observation, the frequency and extent of contact between the local community and outsiders Around 5000 to 7000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya	<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</p>

population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 1 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not 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 Proposed road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and

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

<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 constructed at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-12: Social Screening of Telipara-Mazerpara Road (Package Number: EMCRP/W23.10)
Local Government Engineering Department (LGED)
Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Telipara-Mazerpara road will be improved under the proposed sub-project Improvement of Telipara-Mazerpara Road by BC from Ch. 0.00 - Ch. 2320m. Based on field survey, this proposed road is at present broken Herring-Bone-Bond (HBB). It will be improved on existing alignment which is situated under Rotna Palong union, Village-Valukia, Teliparai, Ward-01 & 02 of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from the side of Madbor para jame Mosques (Club ghor). Starting point GPS Coordinates: Lati: 21° 16' 39". Long: 92° 07' 16". There are some important socio-cultural and religious components along the road length, including are at North side Telipara GPS (05m), Kalarpara Mosque (50m), Pachardeba Graveyard (200m), Afsar Baper Para Boddho Mondir (500m), Majher para-Mosque (500m). At South side Jafor Pollan para-Mosque (500m), Valukia High School GPS (500m), At East side Thimchori GPS (300m), Thimchori Mosque (350m), Valukia Bazar (500m), Thimchori Station (300). At West side Madbor jame Mosque (10m), Madbor para-Community Clinic (05m), Ghatipara Market (500m), Patan Fokirer Mosque (700m). 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:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. At the consultation meeting, the people of the area requested for the addition of drain, culvert and other things to increase the durability of the road. In this reason, durability of road for drainage of rain water 15 nos. Cross Drain (Dimension: 0.975m X 0.975m) at Ch. 12.0m, Ch. 725.0m, Ch. 746.0m, Ch. 956.0m, Ch. 1080.0m, 1195.0m, 1333.0m, 1442.0m, 1567.0m, 1679.0m, 1841.0m, 2097.0m, 2135.0m, 2160.0m, 2288.0m, 04 nos. (2.0m X 2.0m) RCC Box Culvert, 01 no. 02-vent (3.0m X 3.0m) RCC Box Culvert, 42.0m Toe wall and 46.0m (Brick) Palisading work at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944050
Package No:	EMCRP/W23.10
District	Cox's Bazar
Upazila	Ukhiya
Union	Rotnapalong
WARD	01 & 02
Proposed Chainage	2320m
Distance from Upazila Head quarter	10 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°16'39" N Longitude Value: 92°07'16" E
Road Ending Point Coordinates	Latitude Value: 21°17'34" N Longitude Value: 92°08'16" E
Land ownership	Government Land

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

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

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

Answer: The proposed Sub-project is located within Telipara-Mazerpara village. Some other villages named Madbor para, Kulal para, Telipara, Ashrab baoer para, Majher para etc. within one kilometer. No historical sites were found. Not required to relocate local community. Some Household Boundary made of bamboo and tin may need adjustments. That is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project but earlier Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. Approximately 46 skilled and unskilled workforces are expected to be required for the construction work. Among them 11 will be skilled and 35 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer. Definitely, the project hires maximum workers from the local workforce as project required, because in sub project areas have an enough unskilled worker including skilled labor also. But maximum skill labor hired from outside of the sub project by the requirement of the contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area 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?</p> <p>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?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 9450. Male-2185 and Female-2540. Total Households-2100.</p>

	<p>✓ What is the size of the host Rohingya community? Answer: All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 13/15 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? Answer: Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: From the observation, the frequency and extent of contact between the local community and outsiders Around 10000 to 12000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered; Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ 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 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? Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community? Answer: The expected duration of the incoming workers duration is 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated? Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking 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>
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Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to Proposed road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is Herring-Bone-Bond (HBB) and some are missing.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources		✓		It is clearly revealed that income sources

and means of livelihoods due to land acquisition?				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 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.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur. 				
18: Has the project authority or any other organizations conducted any consultations with the affected				

community or people? If yes. Please provide a summary.

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

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

Annex-13: Social Screening of Ukhiya Hatimora Road (Package Number: EMCRP/W23.11)

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Ukhiya Hatimora Road will be improvement by BC road from Ch. 2426-4972m. Based on field survey, this proposed road is at present broken Herring-Bone-Bond (HBB) & Earthen. It will be constructed on existing alignment which situated at Rajapalong union, Village- West Dorgabil, East Dorgabil, Hatimara, Tulatuli, Ward-08 & 07, in Ukhiya Upazila of Cox's Bazar District. This road has started from Madrasa Tahiful Quaran (West Dargabil) stretching 2546 meters from West side to East side. Some cultural, archaeological, religious sites near (within 1km) of site are at north side of road Dorgaplaong GPS (500m), Dailpara GPS and High School (1.8km NE), Degulia Palong Madrassa(2km), Community Center (2km), at south side of the Road Matborpara Jame Mosque (180m), New Jhautola Mosque (400m). Ukhiya Degree College (1kg), Shailer Dek Mandir (800m), West Daroga Etimkhana/mosque (10m), Patabari Mondir (1km), patabati GPS (1km SW), kutupalong camp (3km), west dorgabeel graveyard (500m), at East side of the road Dorgahabeel GPS (500m), Dokaner Mora Jame Mosque (50m), Dorga/Bazar (1km), Hatimora GPS (3km), Community clinic (3km) at West side of the road Taipalong Madrassa (500m), Ukhiya Station (1.5km), Dakbanglo (1.5km), Ukhiya GPS and High School (1.5km), Mohila College (1.2 km), Taipalong Graveyard (500m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, durability of road for drainage of rain water 03 nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 2912.0m, 3746m, 4970m and 04 nos. Cross Drain (dimension: 0.750mX 0.750m) at Ch. 4389m, Ch. 4483m, Ch.4594m, Ch. 4875m and 02 nos. RCC Box Culverts (dimension: 2.0mX2.0m) , 01 nos. 2 vent Box Culverts (dimension: 3.5mX3.5m), 137.0m L-Drain at different chainage, and 17.0m Toe wall(105X2.0X2.5), and RCC Retaining wall (19m X 3.0m) from ch:4377m to 4396m at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422944058
Package No:	EMCRP/W23.11
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	08 & 07
Proposed Chainage	2546m
Distance from Upazila Head quarter	02 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°25'07.2" N Longitude Value: 92°15'37.2" E
Road Ending Point Coordinates	Latitude Value: 21°25'54.6" N Longitude Value: 92°18'06.9" E
Land ownership	Government Land

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

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

Answer: Within the influence area of the subproject no historical and Archeological structure sites were identified. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. Due to Rohingya influx no elephant has been found last three years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for the remaining period of the project. In construction work approximately 51 skilled and unskilled workforces are expected to be required for the construction work. Among them 13 will be skilled and 38 will be unskilled workforces. There are available unskilled work forces in the project location.</p> <p>✓ Can the project hire workers from the local workforce?</p>

	<p>Answer: Yes, majority portion of workforce will be hired from the local work forces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 6800. Both are Male and Female. Male- 3298 and Female- 3502. The total number of families are near about 6200.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: There is no Rohingya people near the proposed road the Rohingya camp is 30 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?</p> <p>Answer: People use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Both local community and outsiders are around 15000 (Fifteen thousand) peoples frequently visits this area daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be considering other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming	<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</p>

workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>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 8 months.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: There are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

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

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

<p>Answer: 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"> • Little bit conflict may arise between local community and incoming labors. • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur.
<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 constructed at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-14: Social Screening of Shiler Chara Road (Package Number: EMCRP/W23.12)

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:

Shiler Chara Road will be improved by BC from Ch. 00 - Ch. 1517m. The Sub-Project is categorized as a village road-A. Based on field survey; this proposed road is at present broken Herring-Bone-Bond (HBB) & Brick Flat Soiling (BFS). This sub-project improved on existing alignment which situated at Rajapalong union, village- Mohamad Ali vita, shiler chara, Ward- 06 under Ukhiya Upazila of Cox's Bazar district. This road has started from shop of Mr. Jabar Mallik (Purbo Folia Para Road) stretching 1517 meters from West side to East side and end at Shilerchara (Teknaf Highway Road). Some cultural, archaeological, religious sites near (within 1km) of site are at north side Technical College (900m), Households (50m), at south side East Foliapara Mosque (50m), Ad Ali Vita Mosque/Madrassa/Hefzokhana (200m), Makaria beel (800m), Maskaria School (500m) at east side Moulovipara Mosque (500m), Shoilerchora Buddhist Mondir (500m) and west side Foliapara Mosque/Hefzokhana/Madrassa (300m), Md. Ali Vita Buddhist Mondir (300m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, durability of road for drainage of rain water 01 nos. Cross Drain (Dimension: 0.975m X 0.975m) at Ch. 1455 and 06 nos. Cross Drain (dimension: 0.750m X 0.750m) at Ch. 352m, Ch. 483m, Ch.455m, Ch. 524m, Ch. 871m, Ch. 1143m and 397.0m RCC U-Drain (.600mX.600m), 214.0m RCC U-Drain (.750mX.750m), 315.0m L-Drain at different chainage, and 118.0m Toe wall(1.5 height) and 541m RCC Palisading (brick) work, 31.0m Toe wall(2.0 and 2.5 height) and RCC Retaining wall (54m X 3.0m) at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945074
Package No:	EMCRP/W23.12
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	06
Proposed Chainage	1517m
Distance from Upazila Head quarter	3.0 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB) & Brick Flat Soiling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°23'61.8" N Longitude Value: 92°14'22.3" E
Road Ending Point Coordinates	Latitude Value: 21°23'78.6" N Longitude Value: 92°14'73.8" E
Land ownership	Government Land

Expected construction period: 270 (Two hundred Seventy) days.
Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:
Answer: The proposed sub-project, have no any historical and Archeological structure. So that there is no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed area. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this area but that will be not affected by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: The foreign workers are no need for the remaining period of the project. In construction work approximately 30 skilled and unskilled workforces are expected to be required for the construction work. Among them 07 will be skilled and 23 will be unskilled workforces. There are available unskilled workforces in the project location and some skilled workforces may be hired from the outside of the proposed project.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: The project hired well enough unskilled workers form the local workforce as many as project required. Some killed workers have there. How to manage is this, it's depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. Contractors need to hire some skilled workers from outside to the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: The total workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house. But some skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 3450. Both are Male and Female. Male- 1708 and Female- 1742. The total number of families are near about 800.</p> <p>✓ What is the size of the host Rohingya community?</p>

	<p>Answer: There are no Rohingya people near the proposed road. The Rohingya camp is so far away. Like 15km from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: local and outsiders' people are frequently use this project area. People use this road by passing to connect different important places of Union and Upazila for their daily need. Outsiders always frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily. People use this road to connect different important places of Union and Upazila for their daily requirements. Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Around 3200 outsiders are frequency and extent of contact between the local community</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be considered by the sub-project during construction phases.</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 01 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p>

	<p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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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 constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road improvement.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the improvement of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.

Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur. 				
18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students				

regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

Annex-15: Social Screening of Mohasen Ali to Baggona Road (Package Number: EMCRP/W23.13)

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:

Mohasen Ali to Baggona Road will be improved by BC from Ch. 00 - Ch. 1405m. The Sub-Project is categorized as a village road-A. Based on field survey; this proposed road is at present Broken Brick Flat Soiling (BFS) & Earthen. This sub-project improved on existing alignment which situated at Rajapalong union, village- Baganer Pahar, west Horin mara, Morshop Ali Ghona, Gatipara, Ward- 01 & 03 under Ukhia Upazila of Cox's Bazar district. This road has started from Horin Mara (Baganer Pahar) station stretching 1405 meters from East side to West side and end at Totur Bill Road (Hobbar Tak). Some cultural, archaeological, religious sites near (within 1km) of site are at north side Horinmara Nalkup Guna Mosque/ Madrassa (20m), Community Clinic (10m), Mohasen Ali GPS (20m), Moshrof Ali Guna Jame Mosque (500m), Households (20m), at south side South Horinmara Mosque(500m), West Horinmara Mosque (500m), at east side Tuterer Beel (1km) and west side West Tuter Beel Mosque/Hefzokhana/ Graveyard (50m), West Horinmara Mosque (1km), Ghatirpara Mosque/Graveyard (1km). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers here. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, durability of road for drainage of rain water 02 nos. Cross Drain (dimension: 0.975mX 0.975m) at Ch. 924, Ch. 1078 and 03 nos. Cross Drain (dimension: 0.750mX 0.750m) at Ch. 110m, Ch. 313m, Ch.431m, and 04 nos. RCC Box Culverts (dimension: 2.0mX2.0m) at Ch. 243m, Ch. 530m,

Ch.710m, Ch.1278m, RCC U-Drain (.450mX.450m), (.600mX.600m), (.750mX.750m), 429.0m L-Drain at different chainage, and 91.0m Toe wall(1.5 height) and 960m RCC Palisading (brick) work, 135.0m brick Toe wall(2.0 and 2.5 height)and RCC Retaining wall (24m length X 3.0m height) at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945078
Package No:	EMCRP/W23.13
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	01 & 03
Proposed Chainage	1405m
Distance from Upazila Head quarter	02 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°25'30.1" N Longitude Value: 92°11'27.5" E
Road Ending Point Coordinates	Latitude Value: 21°25'69.1" N Longitude Value: 92°10'54.5" E
Land ownership	Government Land

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: There are available and unskilled work forces in the sub-project location. No foreign unskilled workers will be needed for the remaining period of the project. Skilled workforces may be hired from the outside. In construction work approximately 28 skilled and unskilled workforces are expected to be required for the construction work. Among them 07 will be skilled and 21 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Yes, majority portion of workforce will be hired from the local workforces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing</p>

	<p>contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 14500. Both are Male and Female. Male- 8700 and Female- 5800. The total number of families are near about 2950.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: Proposed sub project is a host community, that's why there is no Rohingya people near the proposed area. The Rohingya camp is near about 03km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: In the existing alignment the people use this road to connect different important places of Union and Upazila for daily requirements Outsiders so frequently visited in this project location.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily the frequency and extent of contact between the local community and outsiders Around 25000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be 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	<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</p>

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

Section B.2. Land acquisition and stakeholder screening

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

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

and vulnerable groups?

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

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

Answer:

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

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

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

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

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

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Bangamata Mohila College to East Sikder bill Road will be improved by BC from Ch. 00 - Ch. 1228m. The Sub-Project is categorized as a village road-A. Based on field survey; this proposed road is at present Broken Herring-Bone-Bond (HBB), Brick Flat Soiling (BFS) & Earthen. This sub-project improved on existing alignment which situated at Rajapalong union, village- Malvita, Sikder Bill, Ward- 05 under Ukhiya Upazila of Cox's Bazar district. This road has started from Camp Dhala Jame Mosque, Ukhiya stretching 1228 meters from south side to North side and end at Moddham Sikder Bill Jame Mosque. Some cultural, archaeological, religious sites near (within 1km) of site are at north side Notunpara Ziya Chowdhury GPS (200m), Goru bazar Graveyard (200m), Goru bazar mosque (200m), at south side Ukhiya Govt. High School (600m), Ukhiya Model GPS (600m), Ukhiya Jame Mosque (600m), Households (30m), Ukhiya Station (150m), at east side Range Office (50m), Gilatoli Madrassa (230m), Ukhiya Degree College (3km) and west side Malvita Mosque (230m), Malvita Graveyard (230m), Bongomata Mohila college (10m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. The road was inspected on the spot. Then the road is discussed with the villagers here. In the discussion, the villagers think that if various components including drains are connected to the road, its durability will increase. In this reason, durability of road for drainage of rain water 03 nos. Cross Drain (Dimension: 0.975m X 0.975m) at Ch. 770m, Ch. 805m, Ch. 1024m and 03 nos. Cross Drain (Dimension: 0.750m X 0.750m) at Ch. 110m, Ch. 313m, Ch.431m, and 04 nos. RCC Box Culverts (Dimension: 2.0mX2.0m) at Ch. 243m, Ch. 530m, Ch.710m, Ch.1278m, 13m RCC U-Drain (.600m X .600m), 166.0m L-Drain at different chainage, 85.0m Toe wall(2.0 height) and 90.0m Toe wall (1.5m height) and 138m RCC Palisading (brick) work, 19.0m brick Toe wall (1.0m height) at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945079
Package No:	EMCRP/W23.14
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	05
Proposed Chainage	1228m
Distance from Upazila Head quarter	01 Km
Present Condition of Road	Broken Herring-Bone-Bond (HBB), Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°24'84.0" N Longitude Value: 92°14'05.8" E
Road Ending Point Coordinates	Latitude Value: 21°25'46.8" N Longitude Value: 92°13'93.3" E
Land ownership	Government Land

Expected construction period: 270 (Two hundred Seventy) days.
Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:
Answer: The proposed sub-project, there is no historical and Archeological structure. So, there is no generate any question to bad impacts. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this area but will not be affected anyway by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the project. If contactors have need then some skilled workforces may be hired from the outside. In construction work approximately 25 skilled and unskilled workforces are expected to be required for the construction work. Among them 06 will be skilled and 19 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: The majority portion of workforce will be hired from the local work. There are available skilled and unskilled work forces in the project location.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but some skilled labor coming from outside so they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area? Answer: The size of local population in the project area is near about 2100. Both are Male and Female. Male- 1092 and Female- 1008. The total number of families are near about 450.</p>

	<p>✓ What is the size of the host Rohingya community?</p> <p>Answer: This proposed sub project is total host community, so there is no Rohingya people near the proposed road. The Rohingya camp is 16 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: From the observation, the frequency and extent of contact between the local community and outsiders Around 5000 to 8000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 1 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local</p>

	<p>community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to Proposed road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and		✓		People access to communal facilities and services will not be hampered by the

services?				project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur. 				
18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are				

given below;

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

Annex-17: Social Screening of Paglir Bill Soya Khola Road (Package Number: EMCRP/W23.15)

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:

Paglir Bill Soya Khola road will be improved under the proposed sub-project by BC from Ch. 00 - Ch. 2310m. Based on field survey, this proposed road is at present broken Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated at Village-Paglirbil/Laggurbil, 3 No. Haldiapalong union, ward-02/03, in Ukhia Upazila of Cox's Bazar District. Paglir Bill Soya Khola Road has started from Paglirbil in front of Brickfield. Starting point GPS Coordinates: Lat: 21° 19' 21.0". Long: 92° 17' 17.4". Some cultural, religious sites near (within 1km) of site are at north side Allauddin Boro Jame Mosque/graveyard (700m). At South side Monir Baper Mosque and Madrassa (400m), Paglir bil GPS (1000m), Leggur bil Central jame Mosque (400m), Ali Choudhuri Dakhil Madrassa (420m). At East side Bottatoli Station (500m), Bottatoli Jame Mosque (400m), Borobill GPS (500m), Chayakhola graveyard (300m). At West side Paglirbil Community Clinic (100m), Sikdarpara Station (250m), West Chayakhola Kashem Ulum Jame Mosque (200m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

The Sub-Project is categorized as a village road and improvement with Bituminous Carpeting (BC) options. At the consultation meeting, the people of the area requested for the addition of drain, culvert and other things to increase the durability of the road. In this reason, durability of road for drainage of rain water 18 nos. Cross Drain of size (Dimension: 0.975m X 0.975m) at Ch. 133m, Ch. 209m, Ch. 392.0m, Ch. 527.0m, Ch. 685.0m, Ch. 788m, Ch. 910m, Ch. 950m, Ch. 1042m, Ch. 1281m, Ch. 1535m, Ch. 1638m, Ch. 1708m, Ch. 1805m, Ch. 1866m, Ch. 1940m, Ch. 2034m & Ch. 2110m, 02 nos. (2.0m X 2.0m) RCC Box Culvert at Ch. 1428.0m & Ch. 2273.0m, 01 no. (3.0m X 2.0m) RCC Box Culvert at Ch. 90.0m, 152.0m Toe wall, 1.5m & 2.0m height & 21.0m Palisading, brick, 1438.0m L-drain at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945078
Package No:	EMCRP/W23.15
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	05 & 03
Proposed Chainage	1405m
Distance from Upazila Head quarter	20 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°19'21.0" N Longitude Value: 92°07'17.4" E
Road Ending Point Coordinates	Latitude Value: 21°19'43" N Longitude Value: 92°07'58" E
Land ownership	Government Land

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

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

Answer:

The proposed Sub-project Paglir Bill Soya Khola Road have no located historical sites were found. There are not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</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 46 skilled and unskilled workforces are expected to be required for the construction work. Among them 10 will be skilled and 36 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: The majority portion of workforce will be hired from the local work. There are available skilled and unskilled work forces in the project location.</p> <p>✓ What is the size and skill level of the existing local workforce?</p>

	<p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area 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?</p> <p>Answer: Unskilled labor is available and some skilled in this area; So, If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>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. The place of constructions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 7650. Male-3952 and Female-3698. Total Households-1700.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 13/14 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: From the observation, the frequency and extent of contact between the local community and outsiders Around 13000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <p>Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or	<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</p>

interaction with the local community could create adverse impacts?	<p>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 270 working days 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 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 Proposed road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary	✓			This is Government owned land and proposed sub-project (existing alignment)

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

the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.
<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 constructed at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-18: Screening Findings and Mitigation Measures

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

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1: Sub-Project Interventions	Different kinds of existing roads (Earthen/FBS/RCC/HBC/BC) with vacant width 4.9 will be improved on government land under Ukhiya Upazila in Cox's Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none">No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.No Households will be affected by the intervention of sub-projects. If we found any grievance from the neighboring household, we will consult on emergency basis in order to solve the problem by project GRC.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Number of Complaints✓ Check Grievance register✓ Resolutions against the grievances	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none">No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.Code of conduct required for the local labours and outside labours.During construction work, social safeguard compliance will be maintained properly by the contractor.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Labor wages payroll✓ Interview with labour✓ Frequent visit by D&SC and PIU personnel✓ Copy of code of conduct	Weekly basis
	Site Selection & implementing interventions:	No adverse impact may be	<ul style="list-style-type: none">Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Check sub-project Map✓ Checking IUCN	Monthly basis

	Human-elephant conflict	generated			report ✓ Documents check and an Interview of Elephants response team	
	Loss of right to access	No adverse impact will be generated	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. 	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ 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	<ul style="list-style-type: none"> ✓ Labor host and storage shed of hazardous materials on site ✓ Training register ✓ ID card of labor ✓ Fencing, entry and exit point 	Monthly basis
	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED. Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific instructions will be in the TMP such as where the parking lot will be established and how it will be managed. Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose 	Construction Contractor	<ul style="list-style-type: none"> ✓ TMP & TCP available in place ✓ Interview of pedestrians and vehicle riders ✓ Signpost, signage, signboard, billboard, leaflet etc. ✓ Report of awareness raising event on traffic management 	Monthly basis

			<p>traffic.</p> <ul style="list-style-type: none"> Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds Construct properly designed speed ramps on access roads Traffic signs will be in both Bangla and Rohingya language at appropriate places. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language. 		<ul style="list-style-type: none"> ✓ Physical visit of divert roads ✓ Traffic sign both Bangla and Rohingya language 	
	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> The movement of heavy machinery and equipment shall be restricted to defined routes. Proper signage to be displayed at major junctions. Road diversions and closures to be informed well in advance to the local community. The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes. 	Construction Contractor	<ul style="list-style-type: none"> ✓ No. of Accidents took place at construction site ✓ Police and Hospital Record ✓ Local witness ✓ Complaint register 	Monthly basis
3: Construction Phase	Temporary partition between construction places and neighboring HHs	Low impact may be generated	<ul style="list-style-type: none"> Contractor will make sure the temporary divider/partition between improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered. 	Construction Contractor	<ul style="list-style-type: none"> ✓ Visiting the sub-project site ✓ Picture of divider/partition 	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors. Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal protective equipment (PPE) 	Fortnightly basis

	Drinking water and sanitation facility for male and female workers	Low impact may be generated	Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male & female separately.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Check tube well ✓ Water quality test randomly ✓ Check sanitation facilities ✓ Check bathing places 	Weekly basis
	Noise from construction works	Low impact may be generated	Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Physical visit ✓ Interview with local people 	Weekly basis
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> ✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken. ✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up. ✓ Local community must be consulted by discloser before start any construction works. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Approval letter/ Consent letter of Local Representative or concern authority ✓ Grievance register and its resolutions 	On weekly or fortnightly basis
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> ✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host. ✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. ✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. ✓ Anti-social activities strictly prohibited 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Checking use of resources by labor ✓ Document checking of awareness building activities ✓ Physical Checking ✓ Grievance register ✓ Interview with local community 	Daily site visit

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

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

Annex-19: At a Glance Public Consultation of 15 sub-projects under package number EMCRP/W-23, 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. # 14.

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 increase
- ✓ 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-23) will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

Annex-20: Photographs of Consultation Meeting with Stakeholders under package number EMCRP/W.23, LGED.



Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m. Package Number: EMCRP/W23.01 & Road ID: 422945003



Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m. Package Number: EMCRP/W23.02 & Road ID: 422945004



Improvement of Rumka-Rumka Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 372m. Package Number: EMCRP/W23.03 & Road ID: 422945005



Improvement of Ukhiya Malvita Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 700m. Package Number: EMCRP/W23.04 & Road ID: 422944054



Improvement of Sonaichari Thingapara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 845m. Package Number: EMCRP/W23.05 & Road ID: 422945006



Improvement of North Sonaichari-West Sonaichari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 945m. Package Number: EMCRP/W23.06 & Road ID: 422945018



Improvement of Lambari Para Jame Mosque Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2340m. Package Number: EMCRP/W23.07 & Road ID: 422945019



Improvement of Ghaltpara Holudia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 975m. Package Number: EMCRP/W23.08 & Road ID: 422945025



Improvement of Bottoly-Pukuria Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2845m. Package Number: EMCRP/W23.09 & Road ID: 422944060



Improvement of Telipara-Mazerpara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2320m. Package Number: EMCRP/W23.10 & Road ID: 422944050



Improvement of Ukhiya Hatimora Road by Bituminous Carpeting (BC) from Ch. 2426 to Ch. 4972m. Package Number: EMCRP/W23.11 & Road ID: 422944058



Improvement of Shiler Chara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1517m. Package Number: EMCRP/W23.12 & Road ID: 422945074



Improvement of Mohasen Ali to Baggona Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1405m. Package Number: EMCRP/W23.13 & Road ID: 422945078



Improvement of Bangamata Mohila College to East Sikder bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1228m. Package Number: EMCRP/W23.14 & Road ID: 422945079



Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m. Package Number: EMCRP/W23.15 & Road ID: 422945082

Annex-21: Photographs of 15 Sub Project's Present Condition under package number EMCRP/W.23, LGED.



Improvement of Ratnapalong Holudia Road by Bituminous Carpeting (BC) from Ch. 1100 to Ch. 2305m. Package Number: EMCRP/W23.01 & Road ID: 422945003



Improvement of Jautala Bhalukia Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 810m. Package Number: EMCRP/W23.02 & Road ID: 422945004



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Improvement of Paglir Bill Soya Khola Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2310m. Package Number: EMCRP/W23.15 & Road ID: 422945082

Annex-22 to 36: List of Participants Attended in a Consultation Meeting of 15 Sub-Projects under package number EMCRP/W.23, LGED.

EMCRP/W23.1

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অসহী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সরকার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: 11:45 AM

তারিখ: 06/10/2020

উপ-প্রকল্প/অংশসমূহ এর নাম: Ratnapalong Holudia Road

যাও স্থানীয় স্থান: In front of Labia Miah house

ইউনিট: Ratnapalong ওয়ার্ড নং: ০৪ অঞ্চল: Ratnapalong উপজেলা: Ukhia জেলা: কক্সবাজার

সব প্রকল্প নং: EMCRP/W23.1

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিত্রসহ
০১	শ্রী: মোতাহেব আলম	২৮	পুরুষ	রত্নপালং	মোতাহেব
০২	শ্রী: মাহমুদ আলম	১৫	পুরুষ	রত্নপালং	মাহমুদ
০৩	শ্রী: মাহমুদ মুন্সলিম আলম	১৬	পুরুষ	রত্নপালং	মাহমুদ
০৪	শ্রী: মাহমুদ আলম	৪২	পুরুষ	রত্নপালং	মাহমুদ
০৫	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
০৬	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
০৭	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
০৮	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
০৯	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
১০	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
১১	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
১২	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
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১৪	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
১৫	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
১৬	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ
১৭	শ্রী: মাহমুদ আলম	৪০	পুরুষ	রত্নপালং	মাহমুদ

EMCRP/W23.1

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অসহী ভিত্তিক বোহিয়া সেক্টর মোকাবেলায় স্থানীয় সেবায় বসেছে

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: 11:45 AM

তারিখ: 06/10/2020

উপস্থান/অফিসের নাম: Ratnapalong Holudia Road

যাও বিনামূলীয়া: In front of Kabir Miah House

ইউনিয়ন: Ratnapalong জাতি: ০৪

গ্রাম: Ratnapalong উপজেলা: Ukhia জেলা: কক্সবাজার

সময় নথি নং: EMCRP/W23.1

আমন্ত্রণকারীদের হাজির (নথিভুক্ত ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	এম	স্বাক্ষর / উল্লেখ
১৬	শ্রীমতী সুলতানা	২৬	মহিলা	স্বাক্ষর	শ্রীমতী সুলতানা
১৭	শ্রীমতী সুলতানা	৬৫	মহিলা	স্বাক্ষর	শ্রীমতী সুলতানা
২০	শ্রীমতী সুলতানা	৬০	মহিলা	স্বাক্ষর	SALEM
২১	শ্রীমতী সুলতানা	৪৫	মহিলা	স্বাক্ষর	শ্রীমতী সুলতানা
২২	শ্রীমতী সুলতানা	২৫	মহিলা		শ্রীমতী সুলতানা
২৩	শ্রীমতী সুলতানা	৬০			শ্রীমতী সুলতানা
২৪	শ্রীমতী সুলতানা	৪০	মহিলা	স্বাক্ষর	শ্রীমতী সুলতানা
২৫	শ্রীমতী সুলতানা	৪০		স্বাক্ষর	শ্রীমতী সুলতানা
২৬	শ্রীমতী সুলতানা	২৫		স্বাক্ষর	শ্রীমতী সুলতানা
২৭	শ্রীমতী সুলতানা	৬৫		স্বাক্ষর	শ্রীমতী সুলতানা
২৮	শ্রীমতী সুলতানা	৫৫	মহিলা		শ্রীমতী সুলতানা

EMCRP/W23.2

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ১২.১০.২০

তারিখ: ০৬.১০.২০২০

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: সার্বভৌমতা ও জনস্বত্ব রক্ষা, ২৬(০২).

মত বিনিময় স্থান: জুয়াকার্টা কান্টন (অবস্থান),

ইতিমধ্যে: রুহা গান্ধী

তারিখ: ০৮

সংস্থাপন: রুহা গান্ধী

উপস্থাপন: জে.এম.এ

জেলা: কক্সবাজার

সংস্করণ নং: EMCRP/W-23(২)

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / উপস্থিতি
০১	ডাঃ আব্দুল বাসীম বিজিডি গ্রাম: বড়, বি.৭, ৮, ৯	৫২	নারী	আব্দুল কাটা	ডাঃ আব্দুল বাসীম
০২	মো. নূরুল হাফিজ	৩৪	পুরুষ	আব্দুল কাটা	মো. নূরুল হাফিজ
০৩	মো. হেলা আলী	৬০	নারী		মো. হেলা
০৪	মো: মাহবুব	২০	পুরুষ	আব্দুল কাটা	মো. মাহবুব
০৫	মো: মাহবুব হামিদ	২৪			মো. মাহবুব
০৬	আব্দুল	৬৫			আব্দুল
০৭	আব্দুল হামিদ	৫০			আব্দুল
০৮	মো: ইয়াহিয়া	৪৮			মো. ইয়াহিয়া
০৯	ইয়াহিয়া আল-কাটা	২০			ইয়াহিয়া
১০	মো. ইয়াহিয়া	৫০			মো. ইয়াহিয়া
১১	রুহা গান্ধী	৪৫	নারী		রুহা গান্ধী
১২	মো. হেলা	৬৮			মো. হেলা
১৩	মো. হেলা	২৭	পুরুষ		মো. হেলা

EMCRP/W23.3

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০২:০০ টা

তারিখ: ০৬/১০/২০২০

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: কুমিল্লা-কুমিল্লা রাস্তার সংকট

যাচাইকৃত স্থান: কুমিল্লা রাস্তার

হাট/বাজার: কুমিল্লা

ওয়ার্ড নং:

গ্রাম/পাড়া: কুমিল্লা

উপজেলা: কুমিল্লা

জেলা: কুমিল্লা

সব পাঠক নং: EMCRP/W-23(৪)

অংশগ্রহণকারীদের হাতিয়ার (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / চিহ্ন
০১	আব্দুল হান্নান চৌধুরী ০১৪৭১২৬০১৬	৪৬	পুরুষ	মন্ডিকো, কুমিল্লা	
০২	আব্দুল মজিদ আলী	২২	পুরুষ	কুমিল্লা	আব্দুল মজিদ
০৬	আব্দুল হান্নান	৩২	কুমিল্লা	কুমিল্লা	আব্দুল হান্নান
০৪	মোঃ মোস্তাফিজুর রহমান কুমিল্লা	৭৪	কুমিল্লা	কুমিল্লা	মোস্তাফিজুর রহমান
০৫	আব্দুল মজিদ	৪৪	কুমিল্লা	কুমিল্লা	আব্দুল মজিদ
০৬	আব্দুল হান্নান	৩৫	কুমিল্লা	কুমিল্লা	আব্দুল হান্নান
০৭	মোঃ রফিক	৪৫	কুমিল্লা	কুমিল্লা	মোঃ রফিক
০৮	আব্দুল মজিদ	২০	কুমিল্লা	কুমিল্লা	আব্দুল মজিদ
০৯	মোঃ মোস্তাফিজুর রহমান	২৫	কুমিল্লা	কুমিল্লা	মোঃ মোস্তাফিজুর রহমান

EMCRP/W23.4

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে প্রেরিত সংকট মোকাবেলায় মডি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ২:১৫ P.M

তারিখ: ০৭/১০/২০২০


উপ-প্রকল্প/কালোনেট এর নাম: Uchiya-Malvita Road

যাচ-পাতিত স্থান: Borhan Calling Corner Shop, Malvita

হাট/বাজার: Rajapalong পল্লী নং: ০৫ গ্রাম: Uchiya ৭৭৫০ উপজেলা: Uchiya জেলা: কক্সবাজার

সব প্রকল্প নং: EMCRP/W23.4

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর/চিহ্ন
০১	শ্রী: সত্যজিৎ খান	৬০	পুরুষ	সত্যজিৎ	
০২	সত্যজিৎ খান	৬০	পুরুষ		Handwritten mark
০৬	সত্যজিৎ খান	৬০			Handwritten mark
০৪	শ্রী: সত্যজিৎ	৫৫			Handwritten mark
০৫	শ্রী: সত্যজিৎ খান	৫৫			Handwritten mark
০৬	সত্যজিৎ খান	৬৫		সত্যজিৎ	Handwritten mark
০৭	শ্রী: সত্যজিৎ খান	৬৫		সত্যজিৎ	Handwritten mark
০৮	সত্যজিৎ খান	৬০			Handwritten mark
০৯	সত্যজিৎ খান	৫২			Handwritten mark
১০	সত্যজিৎ খান	৬৭			Handwritten mark
১১	শ্রী: সত্যজিৎ	২০			Handwritten mark
১২	সত্যজিৎ	৬২			Handwritten mark
১৬	শ্রী: সত্যজিৎ খান	২৭			Handwritten mark
১৪	সত্যজিৎ খান	৪২			Handwritten mark
১৫	সত্যজিৎ খান	৬৬			Handwritten mark
১৬	সত্যজিৎ খান	৬৭			Handwritten mark
১৭	শ্রী: সত্যজিৎ খান	২৬			Handwritten mark
১৮	সত্যজিৎ	৬০			Handwritten mark

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

तारीख: 07/10/2020

ଉପ-ଅକ୍ଷର/କ୍ଷରମାନଙ୍କର ନାମ : Uchiya, Malviya Road

मठ स्थित है। Borhan calling Corner shop, Malvita

Region: Rasapalong area no: 05 Ward: Uchiya475 District: Uchiya Date: 04/08/2018

सं. नमूना सं. : EMCRP/W 23.4

অংশগ্রহণকারীদের হাঙ্গির (শরীর ও স্বাস্থ্যের)

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EMCRP/23.5

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

ജനറൽ ഇঞ্জিনিয়ারিং ഡിവിഷൻ (ജിഇഡി)

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

സമയം: 5:45 PM

തീയതി: 05/10/2020

സ്ഥലം: Sonachani Thingapana Road

അടുത്തുള്ള സ്ഥലം: Adjacent to Sonachani Road

ജില്ല: Jallapalang വാർഡ് നം: 02 ഗ്രാമം: Inani താലൂക്ക്: Uthiya (ജില്ല: കൊല്ലം)

സമയ രേഖാമൂലം:

അംഗീകൃത/അനുമതിയുള്ള മാർഗ്ഗം (നിയമനം നൽകുന്നു)

ക്രമ നമ്പർ	നാമം	വയസ്സ്	പുരുഷ/സ്ത്രീ	ജാതി	താലൂക്ക് / ജില്ല
01	ശ്രീ: മുഹമ്മദ് ഖാദർ	66	പുരുഷ	മുസ്ലീം	താലൂക്ക്
02	ശ്രീ: ഖാദർ ഖാദർ	62	11	മുസ്ലീം	താലൂക്ക്
03	ശ്രീ: ഖാദർ ഖാദർ	27	11	മുസ്ലീം	താലൂക്ക്
04	ശ്രീ: ഖാദർ ഖാദർ	20	11	മുസ്ലീം	താലൂക്ക്
05	ശ്രീ: ഖാദർ ഖാദർ	60	11	മുസ്ലീം	താലൂക്ക്
06	ശ്രീ: ഖാദർ ഖാദർ	60	11	മുസ്ലീം	താലൂക്ക്
07	ശ്രീ: ഖാദർ ഖാദർ	90	11	മുസ്ലീം	താലൂക്ക്
08	ശ്രീ: ഖാദർ ഖാദർ	62	11	മുസ്ലീം	താലൂക്ക്
09	ശ്രീ: ഖാദർ ഖാദർ	20	11	മുസ്ലീം	താലൂക്ക്
10	ശ്രീ: ഖാദർ ഖാദർ	66	പുരുഷ	മുസ്ലീം	താലൂക്ക്
11	ശ്രീ: ഖാദർ ഖാദർ	60	സ്ത്രീ	മുസ്ലീം	താലൂക്ക്
12	ശ്രീ: ഖാദർ ഖാദർ	20	സ്ത്രീ	മുസ്ലീം	താലൂക്ക്
13	ശ്രീ: ഖാദർ ഖാദർ	80	പുരുഷ	മുസ്ലീം	താലൂക്ക്
14	ശ്രീ: ഖാദർ ഖാദർ	90	പുരുഷ	മുസ്ലീം	താലൂക്ക്
15	ശ്രീ: ഖാദർ ഖാദർ	90	പുരുഷ	മുസ്ലീം	താലൂക്ക്
16	ശ്രീ: ഖാദർ ഖാദർ	80	പുരുഷ	മുസ്ലീം	താലൂക്ക്
17	ശ്രീ: ഖാദർ ഖാദർ	20	സ്ത്രീ	മുസ്ലീം	താലൂക്ക്

EMCRP/23.6

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেক্টর ব্যবস্থা

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ১৫/১০/২০

তারিখ: ০৫.১০.২০২০

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: ২৩(৬)

যাচাইকৃত স্থান: পশ্চিম হালাখাল (সিদ্ধান্ত লেভেল) চন্দ্রাবন (মুখ্য)

ইতিমধ্যে: কামিলাপাড়া জামায়াত

আমন্ত্রণ: ইমাম

উপস্থিত: ১০ জন

জেল: কক্সবাজার

সব পাঠকের নাম: ২৩(৬)

আমন্ত্রণকারীদের তালিকা (পরিচয় ও বয়স)

ক্রম নং	নাম	বয়স	পুত্র/কন্যা	গ্রাম	স্বাক্ষর / চিত্রসহ
০১	তমিজ আলী	২৫	পুঃ	চন্দ্রাবন	
০২	ফাহিম উদ্দিন	২৮	পুঃ	চন্দ্রাবন	
০৩	আবদুল হক	৩০	পুঃ	চন্দ্রাবন	
০৪	আবদুল মঈন	৩২	পুঃ	চন্দ্রাবন	
০৫	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
০৬	আবদুল মঈন	৩২	পুঃ	চন্দ্রাবন	
০৭	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
০৮	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
০৯	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১০	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১১	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১২	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৩	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৪	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৫	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৬	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৭	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৮	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
১৯	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
২০	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
২১	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
২২	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	
২৩	আবদুল মঈন	৩০	পুঃ	চন্দ্রাবন	

EMCRP/23.7

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় স্বেচ্ছাসেবক

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০২:৩০ P.M

তারিখ: ০৬/১০/২০২০

উপ-এলাকা/কম্পেন্ডেন্ট এর নাম: Lambari Para Same Mosque Road

যাচ-খিঁচি স্থান: Shop of Badiul Alam, Lambanipara

ইউনিয়ন: Jalinapalong জাতীয় নং: ০২ ডাকনাম: Irani উপজেলা: Ukhia জেলা: কক্সবাজার

সদ্য প্রকল্প নং: EMCRP/W23.7

আশঙ্ক্যবশতীকৃত হাতিয়ার (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	ব্রহ্ম	স্বাক্ষর / চিত্রিত
০১	মোঃ আব্দুল আলম	৫০	পুরুষ	মহিলা বাড়ি	
০২	আব্দুল আলম	৬২	পুরুষ	১১	আব্দুল আলম
০৩	আব্দুল রশিদ	৪৬	পুরুষ	১১	আব্দুল রশিদ
০৪	আব্দুল আলম	৬৬	১১	১১	আব্দুল আলম
০৫	আব্দুল আলম	৪০	১১	১১	আব্দুল আলম
০৬	মুন্সির ইমাম	৫৫	১১	১১	মুন্সির ইমাম
০৭	আব্দুল মুন্সির	৫০	১১	১১	আব্দুল মুন্সির
০৮	মোঃ মোস্তাফিজ উল্লাহ	৬০	১১	১১	
০৯	মোঃ আব্দুল আলম	৬৫	১১	১১	আব্দুল আলম
১০	আব্দুল আলম	৭০	১১	১১	আব্দুল আলম
১১	মুন্সির ইমাম	৬৫	১১	১১	মুন্সির ইমাম
১২	মোস্তাফিজ আলম	২০	মহিলা	১১	মোস্তাফিজ
১৩	মুন্সির ইমাম	৬৫	১১	১১	মুন্সির ইমাম
১৪	মোস্তাফিজ আলম	২৫	১১	১১	মোস্তাফিজ
১৫	মোস্তাফিজ আলম	২৫	১১	১১	মোস্তাফিজ
১৬	মুন্সির ইমাম	২৫	১১	১১	মুন্সির ইমাম
১৭	মোস্তাফিজ আলম	২২	১১	১১	মোস্তাফিজ

EMCRP/W23.7

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় নির্বাচিত বেসামরিক সংগঠন মোকাবেলায় মানসিক সেবার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: 12:30 PM

তারিখ: 06/10/2020

উপ-প্রকল্প/অধ্যক্ষের নাম: Lambaripora Jame Mosque Road

যাচাইকারী স্থান: Shop of Badiul Alam, Lambaripora

হাটনামা: Jaliapalong জাতীয়: 02 জাকার: Inani উপজেলা: Ukhia জেলা: কক্সবাজার

সব প্রকল্পের নাম: EMCRP/W23.7

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স)

ক্রমিক	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	জাকার / উপজেলা
১৬	আব্দুল হামিদ	৬৪	মহিলা	লালিয়া পাড়া	আব্দুল হামিদ
১৭	আব্বাস	৫৫	১১	"	আব্বাস
২০	আব্বাস	৪৫	পুরুষ	"	আব্বাস
২১	আব্বাস: আব্বাস	৬৫	মহিলা	"	আব্বাস
২২	আব্বাস: আব্বাস	৪০	মহিলা	"	আব্বাস
২৩	আব্বাস	২৬	পুরুষ	"	আব্বাস
২৪	আব্বাস	৬৭	১১	"	আব্বাস
২৫	আব্বাস	৬৫	মহিলা	"	আব্বাস
২৬	আব্বাস	২২	পুরুষ	"	আব্বাস
২৭	আব্বাস	৫৫	পুরুষ	"	আব্বাস
২৮	আব্বাস	৬৫	মহিলা	আব্বাস	আব্বাস
২৯	আব্বাস	৬৬	১১	"	আব্বাস
৩০	আব্বাস	৫৫	পুরুষ	"	আব্বাস
৩১	আব্বাস	৫২	মহিলা	"	আব্বাস
৩২	আব্বাস	২৭	১১	"	আব্বাস
৩৩	আব্বাস	২২	১১	"	আব্বাস
৩৪	আব্বাস	৫২	পুরুষ	আব্বাস	আব্বাস

EMCRP/W23.8

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মালি সেবায় প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০৪:০০ PM

তারিখ: ০৭/১০/২০২০

উপ-প্রকল্প/অন্যসেবা এর নাম: চাউরিগাঙ্গা হুমুদিসি সড়ক

সহ পরিচালক: চাউরিগাঙ্গা আলেক্স মাহমুদ

ইউনিট: ইন্ডিয়ানগঞ্জ জার্মা নং: ৫

অফিস: প্রকল্পাধীন

উপজেলা: উজিয়া

জেলা: কক্সবাজার

সহ প্রকল্প নং: EMCRP/W23(৩)

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্র. নং	নাম	বয়স	পুরুষ/মহিলা	জান	স্বাক্ষর/চিহ্ন
০১	Sauwar Kamal Badsha ০১০১৫৬৮৭২৫০	৩৪	পু:	সুজিগ	
০২	Rashed Uddin	২২	পু:	চাউরিগাঙ্গা	
০৩	আলি আরশাদ	২৯	পু:	চাউরিগাঙ্গা	আলি আরশাদ
০৪	Takla Hossain	৫৩	পু:	প্রাক্ষর	চাউরিগাঙ্গা
০৫	আবদুল হক	৩৫	u	আমির মাহমুদ	আবদুল হক
০৬	আবদুল হক	২৫	u	আমির মাহমুদ	আবদুল হক
০৭	মোহাম্মদ আলম	৩০	u	চাউরিগাঙ্গা	মোহাম্মদ আলম
০৮	মুহাম্মদ আলম	৩৫	x	আমির মাহমুদ	মুহাম্মদ আলম
০৯	আবদুল হক	২৫	u	আমির মাহমুদ	আবদুল হক
১০	আবদুল হক	২৫	u	আমির মাহমুদ	আবদুল হক

EMCRP/W23.9

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেটর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ৪:৩০ PM

তারিখ: ১০.১০.২০২০

উপস্থাপক/অধ্যক্ষের নাম: জালালী- মুহুসিনা ভোতা

যাচাইকারী: জালালী- মুহুসিনা ভোতা, জালালী- মুহুসিনা ভোতা

ইউনিট: জালালী- মুহুসিনা ভোতা, জালালী- মুহুসিনা ভোতা, জালালী- মুহুসিনা ভোতা

সংখ্যা: EMCRP/W23.9

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	স্বাক্ষর	স্বাক্ষর / চিহ্ন
১	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
২	জালালী- মুহুসিনা ভোতা	৩৬	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৩	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৪	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৫	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৬	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৭	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৮	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
৯	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১০	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১১	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১২	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৩	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৪	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৫	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৬	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৭	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৮	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
১৯	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D
২০	জালালী- মুহুসিনা ভোতা	৩২	ম:	জালালী- মুহুসিনা ভোতা	Ami D

EMCRP/W23.9

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাল্টি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০৫: ২০ PM

তারিখ: ২০/১০/২০২০

উপ-প্রকল্প/অংশগোষ্ঠীর নাম: বটলমারী - মুন্সিগঞ্জ (৩৪)।

সহ পরিচালক স্থান: আফ্রিক মোবাইল, হুগলিয়া,

হাটমিলার, বাকুয়াপাড়া, জার্সি নং: ০৫ ভাষাবিদ: ইংলিশ উপস্থাপক: ইংলিশ জেলা: কক্সবাজার

সহ প্রকল্প নং: EMCRP/W23.9

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিত্রসহ
১৭	মেঘনা হুসে	২৫	পুরুষ	বটলমারী	মেঘনা হুসে
২০	(মঃ) আমজাদ হুসে	৭৪	"	মৌলভীবাজার	মজিব
২১	মেঘনা আমজাদ	২২	মহিলা	হুগলিয়া	মেঘনা আমজাদ
২২	পূর্ণা আমজাদ	৩৭	"	"	পূর্ণা আমজাদ
২৬	আমজাদ আমজাদ	২৫	"	"	আমজাদ আমজাদ
২৪	(সাক্ষাৎকার)	২০	"	"	সাক্ষাৎকার
২৫	মহিলা আমজাদ	৩০	"	"	মহিলা
২৬	পূর্ণা আমজাদ	৩৬	"	"	পূর্ণা আমজাদ
২৭	আমজাদ	৩৫	"	"	আমজাদ
২৮	মুন্সিগঞ্জ	২২	"	"	মুন্সিগঞ্জ
২৯	আমজাদ আমজাদ	৩৬	"	"	আমজাদ আমজাদ
৩০	আমজাদ	৩০	"	"	আমজাদ
৩১	আমজাদ	২৫	"	"	আমজাদ
৩২	আমজাদ আমজাদ	৬৪	"	"	আমজাদ
৩৬	মুন্সিগঞ্জ আমজাদ	৩৬	"	"	মুন্সিগঞ্জ

EMCRP/23.10

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

মহানগরী জিওসিস প্রকল্প সংক্রান্ত প্রকল্পের অধীনে পরিচালিত

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ০৫.১৫ চাঁদা

তারিখ: ০৬.১০.১০

উপ-প্রকল্প/অঞ্চল/সেবা: জেনিগাঙ্গা-মাকের পাড়া সড়ক

যাচাইকৃত স্থান: জেনিগাঙ্গা প্রাথমিক বিদ্যালয়ের সামনে

হাফিজ: রত্নাণাল জারি নং: ১ প্রকল্প: রত্নাণাল উপজেলা: ইলিয়াদা জেলা: কক্সবাজার

সর্বমোট নং: ২৬ (১০)

অংশগ্রহণকারীদের তালিকা (নাম ও বয়স)

ক্র. নং	নাম	বয়স	পুরুষ/মহিলা	বয়স	স্বাক্ষর/স্বাক্ষর
১	ম. আমীন	২০	✓	হাজিম আলী কামাল	
২	লুৎফার ইমিন	২২	✓	লুৎফার	
৩	সকিম আলী	২২	✓	হাজিম আলী কামাল	
৪	লুৎফার কামাল	২৪	✓	হাজিম আলী কামাল	
৫	মাকের	৩৬	✓	হাজিম আলী কামাল	
৬	আবু জাহেদ	৪৫	✓	হাজিম আলী কামাল	
৭	হাজিম	২৫	✓	হাজিম আলী কামাল	
৮	জাহেদ	৫০	✓	হাজিম আলী কামাল	
৯	ম. আমীন	৫০	✓	হাজিম আলী কামাল	
১০	হাজিম	২৫	✓	হাজিম আলী কামাল	
১১	হাজিম আলী	২৫	✓	হাজিম আলী কামাল	
১২	আবু জাহেদ	২০	✓	হাজিম আলী কামাল	
১৩	হাজিম আলী	৫০	✓	হাজিম আলী কামাল	
১৪	জাহেদ	২৭	✓	হাজিম আলী কামাল	
১৫	ম. আমীন	৪০	✓	হাজিম আলী কামাল	
১৬	ম. আমীন	৫৫	✓	হাজিম আলী কামাল	

EMCRP/W23.11

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)
web: https://www.moi.gov.bd/emcrp/01/01/01
Local Government Engineering Department (LGED)
Public Consultation Participants List
Focus Group Discussion

তারিখ: 30.15 A.M

7/10/2020

উপস্থান/অবস্থান: Ukhiya - Hatimara Road

যাচাই করা স্থান: Amir store, West Durgabil

হাটনামা: Rajapalong জাতি: ০৪

গ্রাম: Ukhiya 4750

উপজেলা: Ukhiya

জেলা: কক্সবাজার

সংসদীয় এলাকা: EMCRP/W23.11

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুত্র/পুত্রী	জান	স্বাক্ষর / উপস্থিতি
০১	শ্রীমতী আমিনা উল্লাহ	৬৬	পুত্র	অমিনা উল্লাহ	7/10/2020
০২	শ্রীমতী সফিা	২৭	"	"	সফিা
০৩	শ্রীমতী সফিা	৩০	"	"	সফিা
০৪	শ্রীমতী সফিা	৪৪	"	"	সফিা
০৫	শ্রীমতী সফিা	৫০	"	"	সফিা
০৬	শ্রীমতী সফিা	২২	"	"	সফিা
০৭	শ্রীমতী সফিা	২৬	"	"	সফিা
০৮	শ্রীমতী সফিা	৬০	পুত্র	"	সফিা
০৯	শ্রীমতী সফিা	৭০	পুত্র	"	সফিা
১০	শ্রীমতী সফিা	৪২	"	"	সফিা
১১	শ্রীমতী সফিা	৬৩	"	"	সফিা
১২	শ্রীমতী সফিা	২৬	"	"	সফিা
১৩	শ্রীমতী সফিা	২৬	পুত্র	সফিা	সফিা
১৪	শ্রীমতী সফিা	২৪	পুত্র	"	সফিা
১৫	শ্রীমতী সফিা	৫০	পুত্র	"	সফিা
১৬	শ্রীমতী সফিা	২৬	"	"	সফিা
১৭	শ্রীমতী সফিা	২৭	"	"	সফিা
১৮	শ্রীমতী সফিা	৬০	"	"	সফিা

মোট মোট ১৮ জন (মোট ১৮ জন)

৩০ পুত্র

হাটনামা

স্বাক্ষর/স্বাক্ষর
তারিখ: ৭/১০/২০২০
এম. এ. হোসেন
প্রোগ্রামার/প্রোগ্রামার

EMCRP/W23.11

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)
South Police Station Road, Dhaka City, Dhaka
Local Government Engineering Department (LGED)
Public Consultation Partnership Unit
Focus Group Discussion

সময়: 11:45 AM

তারিখ: 07/10/2020

উপস্থিত/অবস্থান: Ukhya - Hatimara Road

কক স্টোর: Alam store, Hatimara

হাট: Ragsapalong, তারিখ: 08

ঠিকানা: Ukhya 4750, উখিয়া, উখিয়া জেলা, বাংলাদেশ

সময়: EMCRP/W23.11

আমন্ত্রণকারী/সংগঠিত (নাম ও পদ)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	স্বাক্ষর	স্বাক্ষর / চিহ্ন
১৯	মোহাম্মদ হোসেন	৪০	পুরুষ	হোসেন	মোহাম্মদ হোসেন
২০	মোঃ হামিদুল হক	৬০	হ	হ	
২১	মোঃ আলী আলম	৫০	হ	আলম	
২২	মোঃ মজিব আলম	৫০	হ	হ	
২৩	মোঃ মজিব আলম	৫৫	হ	হ	
২৪	মোঃ মজিব আলম	৫৫	হ	হ	
২৫	মোঃ মজিব আলম	৫৫	হ	হ	
২৬	মোঃ মজিব আলম	৫৫	হ	হ	
২৭	মোঃ মজিব আলম	৫৫	হ	হ	
২৮	মোঃ মজিব আলম	৫৫	হ	হ	
২৯	মোঃ মজিব আলম	৫৫	হ	হ	
৩০	মোঃ মজিব আলম	৫৫	হ	হ	
৩১	মোঃ মজিব আলম	৫৫	হ	হ	
৩২	মোঃ মজিব আলম	৫৫	হ	হ	
৩৩	মোঃ মজিব আলম	৫৫	হ	হ	
৩৪	মোঃ মজিব আলম	৫৫	হ	হ	
৩৫	মোঃ মজিব আলম	৫৫	হ	হ	
৩৬	মোঃ মজিব আলম	৫৫	হ	হ	
৩৭	মোঃ মজিব আলম	৫৫	হ	হ	
৩৮	মোঃ মজিব আলম	৫৫	হ	হ	
৩৯	মোঃ মজিব আলম	৫৫	হ	হ	
৪০	মোঃ মজিব আলম	৫৫	হ	হ	
৪১	মোঃ মজিব আলম	৫৫	হ	হ	
৪২	মোঃ মজিব আলম	৫৫	হ	হ	
৪৩	মোঃ মজিব আলম	৫৫	হ	হ	
৪৪	মোঃ মজিব আলম	৫৫	হ	হ	
৪৫	মোঃ মজিব আলম	৫৫	হ	হ	
৪৬	মোঃ মজিব আলম	৫৫	হ	হ	
৪৭	মোঃ মজিব আলম	৫৫	হ	হ	
৪৮	মোঃ মজিব আলম	৫৫	হ	হ	
৪৯	মোঃ মজিব আলম	৫৫	হ	হ	
৫০	মোঃ মজিব আলম	৫৫	হ	হ	
৫১	মোঃ মজিব আলম	৫৫	হ	হ	
৫২	মোঃ মজিব আলম	৫৫	হ	হ	
৫৩	মোঃ মজিব আলম	৫৫	হ	হ	
৫৪	মোঃ মজিব আলম	৫৫	হ	হ	
৫৫	মোঃ মজিব আলম	৫৫	হ	হ	
৫৬	মোঃ মজিব আলম	৫৫	হ	হ	
৫৭	মোঃ মজিব আলম	৫৫	হ	হ	
৫৮	মোঃ মজিব আলম	৫৫	হ	হ	
৫৯	মোঃ মজিব আলম	৫৫	হ	হ	
৬০	মোঃ মজিব আলম	৫৫	হ	হ	
৬১	মোঃ মজিব আলম	৫৫	হ	হ	
৬২	মোঃ মজিব আলম	৫৫	হ	হ	
৬৩	মোঃ মজিব আলম	৫৫	হ	হ	
৬৪	মোঃ মজিব আলম	৫৫	হ	হ	
৬৫	মোঃ মজিব আলম	৫৫	হ	হ	
৬৬	মোঃ মজিব আলম	৫৫	হ	হ	
৬৭	মোঃ মজিব আলম	৫৫	হ	হ	
৬৮	মোঃ মজিব আলম	৫৫	হ	হ	
৬৯	মোঃ মজিব আলম	৫৫	হ	হ	
৭০	মোঃ মজিব আলম	৫৫	হ	হ	
৭১	মোঃ মজিব আলম	৫৫	হ	হ	
৭২	মোঃ মজিব আলম	৫৫	হ	হ	
৭৩	মোঃ মজিব আলম	৫৫	হ	হ	
৭৪	মোঃ মজিব আলম	৫৫	হ	হ	
৭৫	মোঃ মজিব আলম	৫৫	হ	হ	
৭৬	মোঃ মজিব আলম	৫৫	হ	হ	
৭৭	মোঃ মজিব আলম	৫৫	হ	হ	
৭৮	মোঃ মজিব আলম	৫৫	হ	হ	
৭৯	মোঃ মজিব আলম	৫৫	হ	হ	
৮০	মোঃ মজিব আলম	৫৫	হ	হ	
৮১	মোঃ মজিব আলম	৫৫	হ	হ	
৮২	মোঃ মজিব আলম	৫৫	হ	হ	
৮৩	মোঃ মজিব আলম	৫৫	হ	হ	
৮৪	মোঃ মজিব আলম	৫৫	হ	হ	
৮৫	মোঃ মজিব আলম	৫৫	হ	হ	
৮৬	মোঃ মজিব আলম	৫৫	হ	হ	
৮৭	মোঃ মজিব আলম	৫৫	হ	হ	
৮৮	মোঃ মজিব আলম	৫৫	হ	হ	
৮৯	মোঃ মজিব আলম	৫৫	হ	হ	
৯০	মোঃ মজিব আলম	৫৫	হ	হ	
৯১	মোঃ মজিব আলম	৫৫	হ	হ	
৯২	মোঃ মজিব আলম	৫৫	হ	হ	
৯৩	মোঃ মজিব আলম	৫৫	হ	হ	
৯৪	মোঃ মজিব আলম	৫৫	হ	হ	
৯৫	মোঃ মজিব আলম	৫৫	হ	হ	
৯৬	মোঃ মজিব আলম	৫৫	হ	হ	
৯৭	মোঃ মজিব আলম	৫৫	হ	হ	
৯৮	মোঃ মজিব আলম	৫৫	হ	হ	
৯৯	মোঃ মজিব আলম	৫৫	হ	হ	
১০০	মোঃ মজিব আলম	৫৫	হ	হ	

EMCRP/W23.12

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেবায় প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০১:০৪ PM

তারিখ: ০৪/১০/২০২০

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: Shilee Chara Road

স্থান/বিভাগীয় স্থান: Abdullah store, Shilee Chara

হাট/বিল: Rajapalong জাতীয় নং: ০৬ উচ্চতর: Uchiya ৭৭৫০ উচ্চতর: Uchiya জেলা: কক্সবাজার

সব প্রকল্প নং: EMCRP/W23.12

আমন্ত্রণপত্র/সেবার তারিখ (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিত্রসহ
০১	(মোঃ)আব্দুল ২ক	৩৫	পুরুষ	(মোঃ)আব্দুল ২ক	
০২	আব্দুল্লাহ ইমামজান	৬২	"	"	আব্দুল্লাহ ইমামজান
০৩	আব্দুল হুজু	২০	"	আব্দুল হুজু	আব্দুল হুজু
০৪	(মোঃ)আব্দুল ২কন(মোঃ)	৫৪	"	আব্দুল হুজু	আব্দুল হুজু
০৫	আব্দুল হুজু	২৭	"	"	আব্দুল হুজু
০৬	(মোঃ)আব্দুল হুজু	২৫	"	(মোঃ)আব্দুল হুজু	আব্দুল হুজু
০৭	(মোঃ)আব্দুল হুজু	২০	"	আব্দুল হুজু	আব্দুল হুজু
০৮	(মোঃ)আব্দুল হুজু	৬৪	"	"	আব্দুল হুজু
০৯	আব্দুল হুজু	৩৩	"	"	আব্দুল হুজু
১০	আব্দুল হুজু	৬০	"	"	আব্দুল হুজু
১১	আব্দুল হুজু	৬০	"	"	আব্দুল হুজু
১২	আব্দুল হুজু	৭৫	"	"	আব্দুল হুজু
১৩	আব্দুল হুজু	২৭	"	"	আব্দুল হুজু
১৪	আব্দুল হুজু	৬০	"	"	আব্দুল হুজু
১৫	আব্দুল হুজু	২৭	"	"	আব্দুল হুজু
১৬	আব্দুল হুজু	২৫	"	"	আব্দুল হুজু
১৭	(মোঃ)আব্দুল হুজু	৬৫	"	"	আব্দুল হুজু

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Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

ਬਾਕੀ ਸਿਲਿਕਾ ਫਾਸਫਿਕਾ ਸ਼ਾਕੀ ਮੋਕਾਦਮਾਤ ਮਾਧਿ ਯੋਗੀਤ ਲਕਸ਼

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

TIME: 01:08 PM

तारीख: 09/10/2020

উপ-প্রকল্প/কাজ/সেবার নাম : Shilen Chara Road

५० दिनांक : Abdullah Store, shitez chara

स्थानिक : Rasapalong तारीख : 06 मोबाइल : Unhiya 4750 (संख्या) : Unhiya (संख्या) : 98456789

सर्व सादरकृत नं.: E/MCRP/W/23/12

আনুমানিকবিশেষে হজিরা (পরিচয় ও বছর)

[illegible]

EMCRP/W23.13

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০৪:০৩ PM

তারিখ: ০৪/১০/২০২০

উপ-প্রকল্প/অধ্যক্ষের নাম: Mohasen Ali to Baggona Road

যত্ন নিবিয়া স্থান: Shop of Alamgir Soudagar, Horinmara

ইউনিয়ন: Rajopalong লার্ড নং: ০৩

গ্রাম: Ukhiya

উপজেলা: Ukhiya

জেলা: কক্সবাজার

সার্বিক প্রকল্প নং: EMCRP/W23.13

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	হাকর / টিপস
০১	শ্রীঃ আলহাজ্ব	৩৪	পুরুষ	হরিনমারা	হাকর
০২	শ্রীঃ হানিফ	৩৬	পুরুষ		হাকর
০৩	শ্রীঃ হুমায়ুন কবির	২৬			হাকর
০৪	শ্রীঃ বদি আলম	২৫			হাকর
০৫	শ্রীঃ হুসেইন আলম	৪৬			হাকর
০৬	শ্রীঃ আলম	৪২			হাকর
০৭	শ্রীঃ আলম	৪২			হাকর
০৮	শ্রীঃ (মামুন) আলম	৫০		হরিনমারা	হাকর
০৯	শ্রীঃ আলম	৫৫			হাকর
১০	শ্রীঃ আলম	৫৫			হাকর
১১	শ্রীঃ আলম	৩৫	নারী	হরিনমারা	হাকর
১২	শ্রীঃ আলম	৪৫	পুরুষ	হরিনমারা	হাকর
১৩	শ্রীঃ আলম	২৬		হরিনমারা	হাকর
১৪	শ্রীঃ আলম	৩৫			হাকর
১৫	শ্রীঃ আলম আলম	৩৫			হাকর
১৬	শ্রীঃ আলম	৩২			হাকর
১৭	শ্রীঃ আলম	৩৫			হাকর

EMCRP/W23.13

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অন্যদিকে জিহাদকে বোঝানো হয়েছে যে কেবল মুসলমানই জিহাদে অংশ নিতে পারবে।

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

TIME: 04:03PM

तारीख: 08/10/2020

উপ-প্রকল্প/অঞ্চলগত নাম : Mohasen Ali to Baggoya Road

उपस्थित: Shop of Akangin Sowdagar, Horinmarra

Region: Rasapulang ward no: 03 street: Ukiya District: Ukiya Date: 10/01/2018

স্মারকসংখ্যা নং : EMLRP/W23.13

आन्ध्रप्रदेशकावेदनाहारी राजिनाद (नरसिम्हा उपाध्याय)

ક્રમ નં	વસ્તુ	વસ્તુ	પુસ્તક/પાટી	ક્રમ	કાગજ / પીપર
૧૬	સાલ (સાલ) સાલ	૭૭	સાલ	સાલ	સાલ
૧૭	(સાલ) સાલ	૭૮	૫	૫	સાલ
૨૦	સાલ સાલ	૭૯	૫	૫	સાલ
૨૧	સાલ સાલ	૮૦	૫	૫	સાલ
૨૨	સાલ સાલ	૮૧	૫	૫	સાલ
૨૬	સાલ સાલ	૮૨	૫	૫	સાલ
૨૮	સાલ સાલ	૮૩	૫	૫	સાલ
૨૯	સાલ સાલ	૮૪	૫	૫	સાલ

EMCRP/W.14

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাফেলায় মণি সেতীর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ২:১৫ P.M

তারিখ: ০৭/১০/২০২০

উপ-প্রকল্প/অবলম্বের নাম: Bangamata Mohilla college to east Sinden Bill Road

যাচ-পাতি স্থান: Borhan Calling Corner Shop, Malvita

ইউনিয়ন: Rajapalong প্যার্ট নং: ০৫ গ্রামসংখ্যা: Uchiya ৭৭৫০ ডিগ্রী: Uchiya জেলা: কক্সবাজার

সম্পদ নং: EMCRP/W.23.14

আংশিককর্তাদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিহ্ন
০১	শ্রী: জাহাঙ্গীর আলম	৬০	পুরুষ	আমলি	
০২	আব্দুল ফির	৬০	পুরুষ	১১	
০৬	জাহাঙ্গীর আলম	৬০	১	১	
০৮	শ্রী: কবির	৫৫	১	১১	
১৫	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
০৬	জাহাঙ্গীর আলম	৬০	১	১১	
০৭	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
০৮	জাহাঙ্গীর আলম	৬০	১	১১	
০৯	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
১০	জাহাঙ্গীর আলম	৬০	১	১১	
১১	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
১২	জাহাঙ্গীর আলম	৬০	১	১১	
১৩	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
১৪	জাহাঙ্গীর আলম	৬০	১	১১	
১৫	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
১৬	জাহাঙ্গীর আলম	৬০	১	১১	
১৭	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
১৮	জাহাঙ্গীর আলম	৬০	১	১১	
১৯	শ্রী: জাহাঙ্গীর আলম	৫৫	১	১১	
২০	জাহাঙ্গীর আলম	৬০	১	১১	

EMCRP/W23.15

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: 11:45 AM

তারিখ: ০৭.১০.২০২০

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: গাংগান্দির বিন চৌমুখানা স্কুল

মহল বিনামূল্য স্থান: গাংগান্দির বিন আবদুর রহমানের বাড়ি, ঢাকা

ইউনিট: হুদাঙ্গান্দির গার্ড নং: ২

অঞ্চল: ময়িঙ্গান্দির

উপজেলা: উখিয়া

জেলা: কক্সবাজার

সার্ব প্রকল্প নং: ২৩(২০)

আংশদেয়কারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / চিহ্ন
০১	AB. S. H.	৬৪	পুরুষ	গাংগান্দির বিন	
০২	মি: মোহন আল	২২	পুরুষ	৫	মোহন
০৩	আবদুর রহমান	২২	৥	৥	আবদুর রহমান
০৪	ইব্রাহিম আবদুর	২৭	৥	৥	ইব্রাহিম
০৫	বৈদ্যনাথ চন্দ্র	২৭	৥	৥	বৈদ্যনাথ
০৬	ইব্রাহিম আবদুর	২৭	৥	৥	ইব্রাহিম
০৭	ইব্রাহিম চন্দ্র	২৪	৥	৥	ইব্রাহিম
০৮	আবদুর রহমান	৭০	৥	৥	আবদুর রহমান
০৯	মি: মোহন আবদুর	৫৫	৥	৥	মি: মোহন আবদুর
১০	মীর আবদুর	৫০	৥	৥	মির আবদুর
১১	বদিউর রহমান	৫২	৥	৥	বদিউর রহমান
১২	ইব্রাহিম মিয়া	৪৫	৥	৥	ইব্রাহিম
১৩	মো: বাবুল	২২	৥	৥	মো: বাবুল
১৪	বদিউর মিয়া	২০	৥	৥	বদিউর মিয়া
১৫	নুরুল ইসলাম	২৭	৥	৥	নুরুল ইসলাম
১৬	চন্দ্র আবদুর	৫৫	৥	৥	চন্দ্র আবদুর
১৭	আবদুর রহমান	২৫	৥	৥	আবদুর রহমান

