



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 Outcome of Social Screening on Proposed New Road Construction under the Package: EMCRP/W-19 (Included 10 Sub Projects)

Funded by:



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

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Abbreviations

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

1. Background of the project:

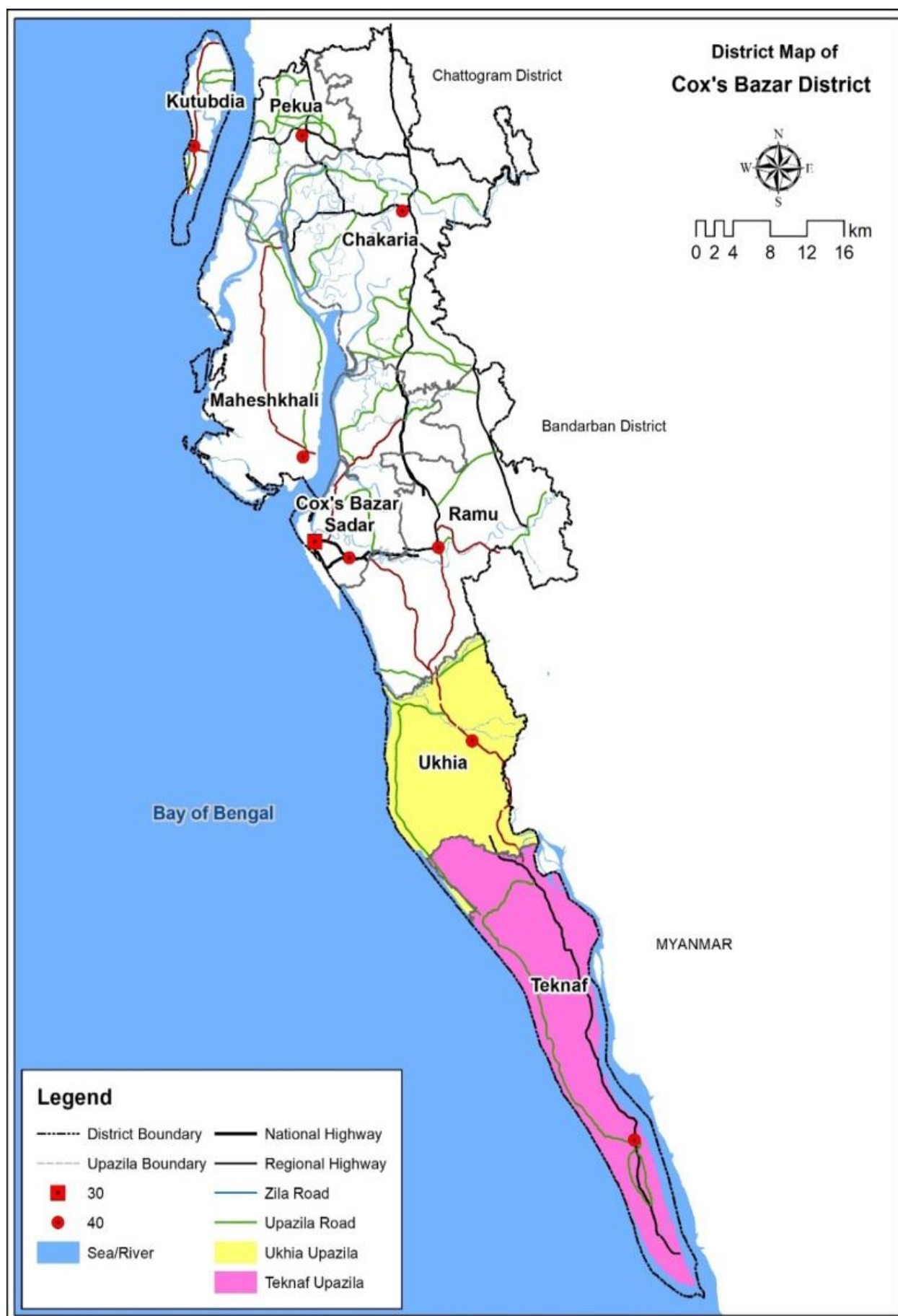
The Local Government Engineering department (LGED) under the ministry of Local Government, Rural Development and Cooperatives (MoLGRD&C) is one of the government agencies to implement Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP). There are 25 work packages under the activities of EMCRP, LGED and among them thirteen are road packages. This screening report is being prepared for package 19 comprising 10 sub projects where existing road will be improved within host community following the guidelines of ESMF and RPF. LGED & D&SC team has conducted screening at all 10 sub-packages following the guidelines of ESMF and RPF. Land acquisition and population displacement/relocation shall not be needed to implement these sub projects.

2. Location of Sub-Projects

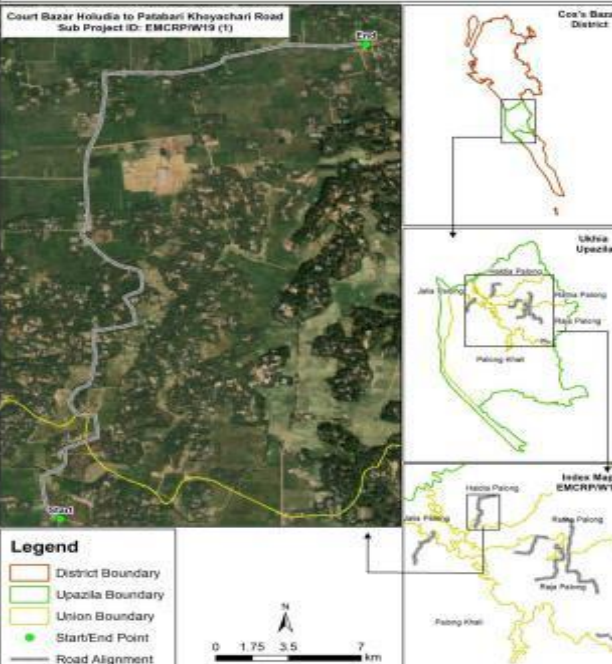
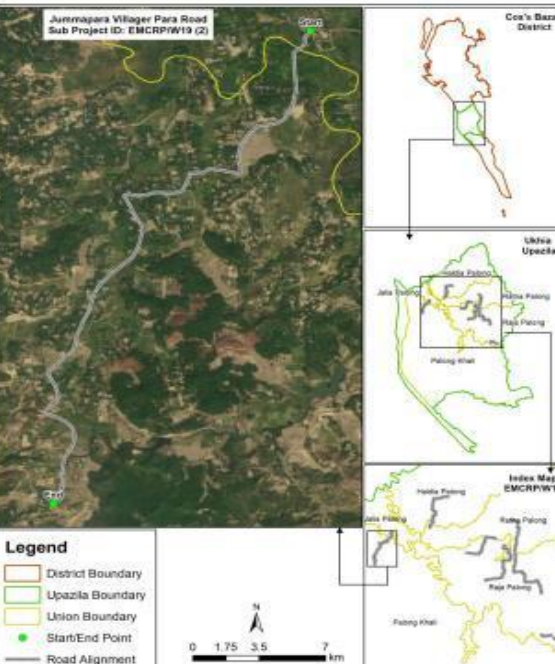
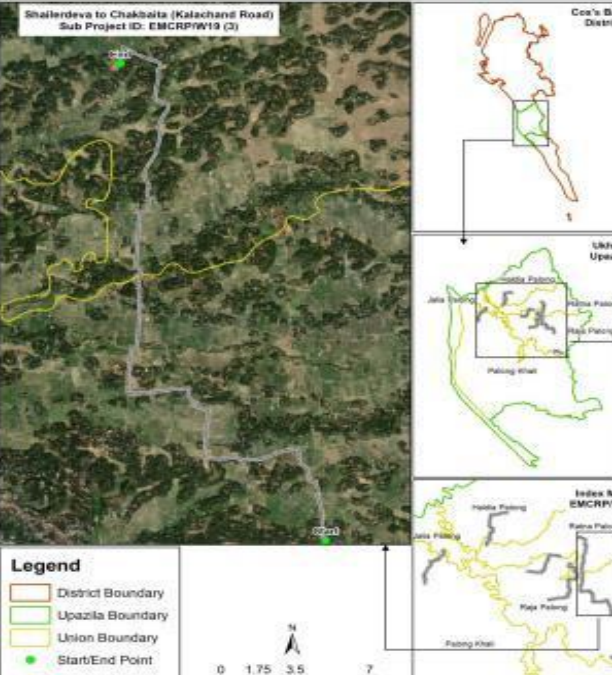
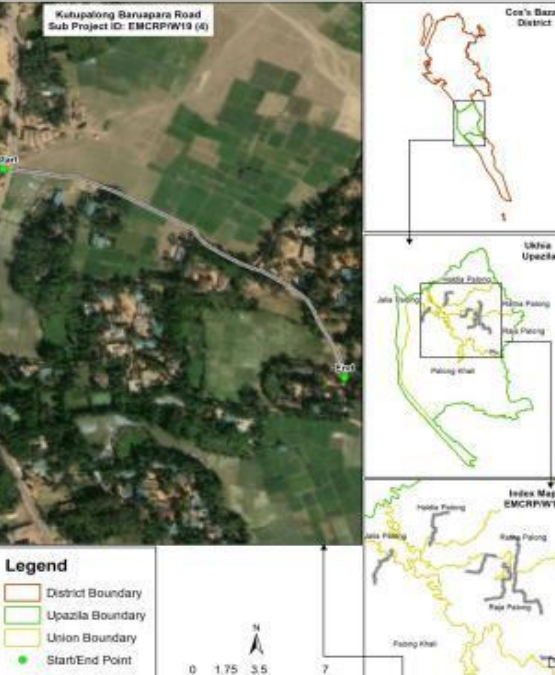
Name of District	Name of Upazila	Package and Sub Package Number	Sub-Project Name	Length (Meter)	Within the DRP Camp (Meter)	Within the Host Communities (Meter)	Average Width (Meter)	Intervention Types of Road
Cox's Bazar	Ukhiya	W-19 (19.1)	Improvement of Court Bazar Holudia to Patabari Khoyachari Road by BC from Ch. 00 to Ch. 2395m.	2395	-	2395	5.5	New road will be constructed
	Ukhiya	W-19 (19.2)	Improvement of Jummapara villager Para Road by BC from Ch. 00 to Ch. 2594m.	2594	-	2594	5.5	New road will be constructed
	Ukhiya	W-19 (19.3)	Improvement of Shailerdeva to Chakbaita (Kalachand) Road by BC from Ch. 00 to Ch. 4872m.	4872	-	4872	5.5	New road will be constructed
	Ukhiya	W-19 (19.4)	Improvement of Kutupalong Barupara road by BC from Ch. 00 to Ch. 460m.	0460	-	0460	5.5	New road will be constructed
	Ukhiya	W-19 (19.5)	Improvement of Uttar Pukuria road by BC from Ch. 994m to Ch. 3275m.	2278	-	2278	5.5	New road will be constructed
	Ukhiya	W-19 (19.6)	Improvement of kutupalong Uttarpura road by BC from Ch. 00 to Ch. 671m.	0671	-	0671	5.5	New road will be constructed
	Ukhiya	W-19 (19.7)	Improvement of Kutupalong Peaokpara Road by BC from Ch. 00 to Ch. 1181m.	1181	-	1181	5.5	New road will be constructed
	Ukhiya	W-19 (19.8)	Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 to Ch. 1735m.	1735	-	1735	5.5	New road will be constructed
	Ukhiya	W-19 (19.9)	Improvement of Paglirbill-Patabari Road by BC from Ch. 1000m to Ch. 2480m.	1480	-	1480	5.5	New road will be constructed
	Ukhiya	W-19 (19.10)	Improvement of Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road by BC from Ch. 00 – Ch. 1150m.	1150	-	1150	5.5	New road will be constructed

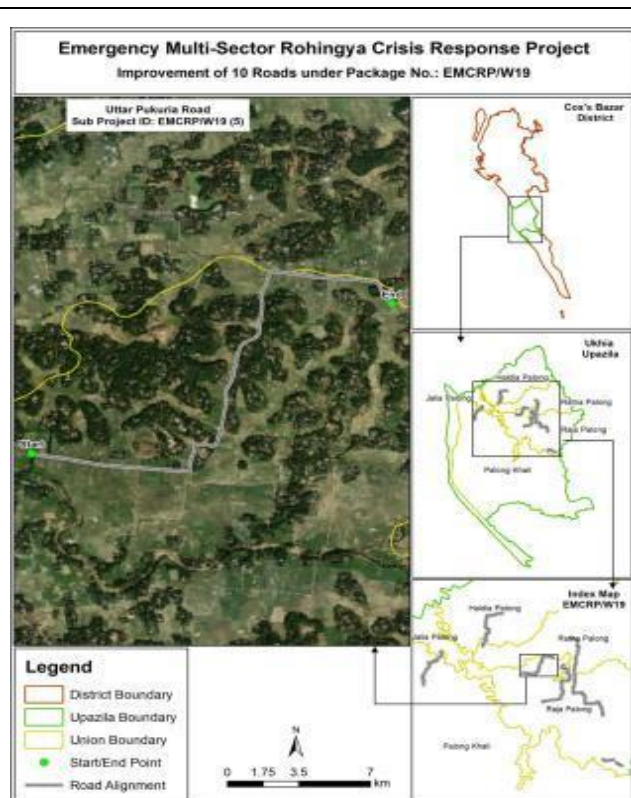
The Project Map and details location of sub-projects are given below;

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

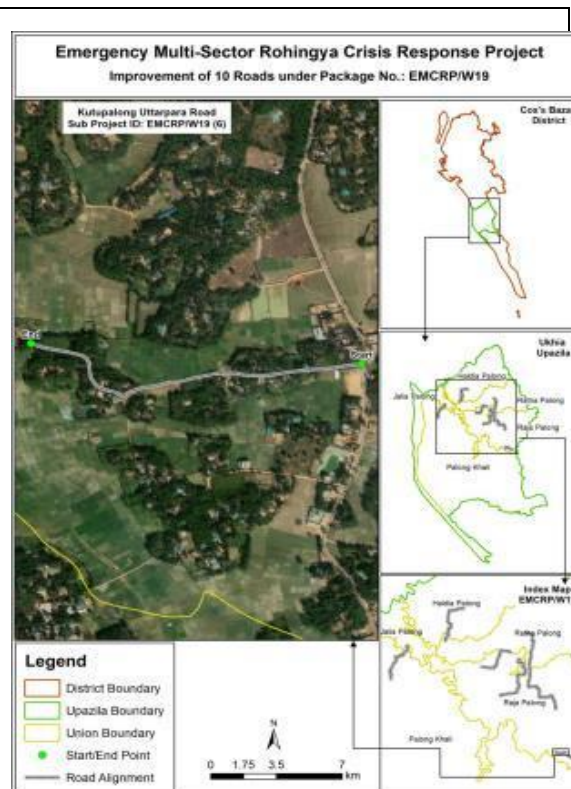


4. Map of Sub-Project Location of EMCRP/W 19

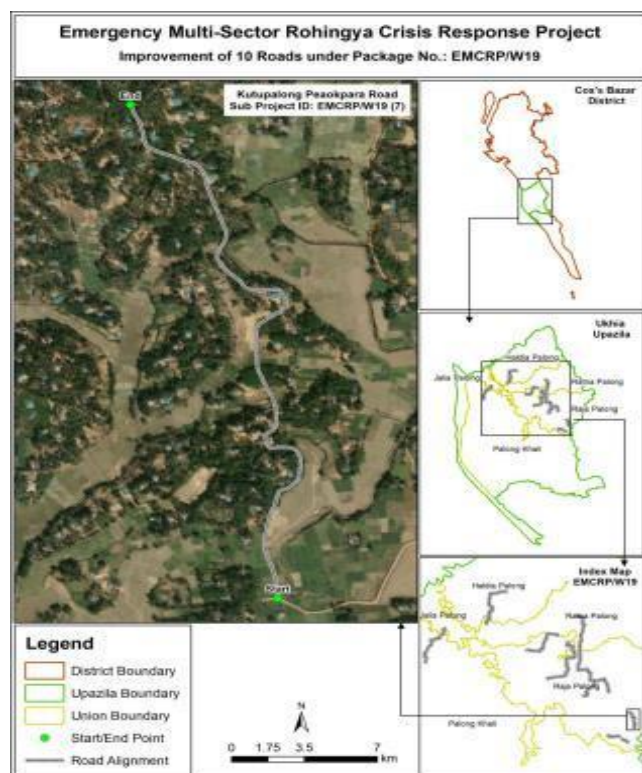
<p>Emergency Multi-Sector Rohingya Crisis Response Project Improvement of 10 Roads under Package No.: EMCRP/W19</p> <p>Court Bazar Holudia to Patabari Khoyachari Road Sub Project ID: EMCRP/W19 (1)</p>  <p>Legend</p> <ul style="list-style-type: none"> District Boundary Upazila Boundary Union Boundary Start/End Point Road Alignment <p>0 1.75 3.5 7 km</p>	<p>Emergency Multi-Sector Rohingya Crisis Response Project Improvement of 10 Roads under Package No.: EMCRP/W19</p> <p>Jummapara Villager Para Road Sub Project ID: EMCRP/W19 (2)</p>  <p>Legend</p> <ul style="list-style-type: none"> District Boundary Upazila Boundary Union Boundary Start/End Point Road Alignment <p>0 1.75 3.5 7 km</p>
<p>Court Bazar Holudia to Patabari Khoyachari Road BC from ch.00-ch.2395m. EMCRP/W19.1 Road ID: 422944064</p>	<p>Jummapara villagers para Road by BC from ch.00-ch.2594m. Package No: EMCRP/W19.2 Road ID: 422944069</p>
<p>Emergency Multi-Sector Rohingya Crisis Response Project Improvement of 10 Roads under Package No.: EMCRP/W19</p> <p>Shailerdeva to Chakbaita (Kalachani) Road Sub Project ID: EMCRP/W19 (3)</p>  <p>Legend</p> <ul style="list-style-type: none"> District Boundary Upazila Boundary Union Boundary Start/End Point Road Alignment <p>0 1.75 3.5 7 km</p>	<p>Emergency Multi-Sector Rohingya Crisis Response Project Improvement of 10 Roads under Package No.: EMCRP/W19</p> <p>Kutupalong Barua para Road Sub Project ID: EMCRP/W19 (4)</p>  <p>Legend</p> <ul style="list-style-type: none"> District Boundary Upazila Boundary Union Boundary Start/End Point Road Alignment <p>0 1.75 3.5 7 km</p>
<p>Shailerdeva to Chakbaita Road by BC from ch.00-ch.4872m. Package No: EMCRP/W19.3, Road ID: 422944069</p>	<p>Kutupalong Barua para Road by BC from ch.00-460m. Package No: EMCRP/W19.4, Road ID: 422944070</p>



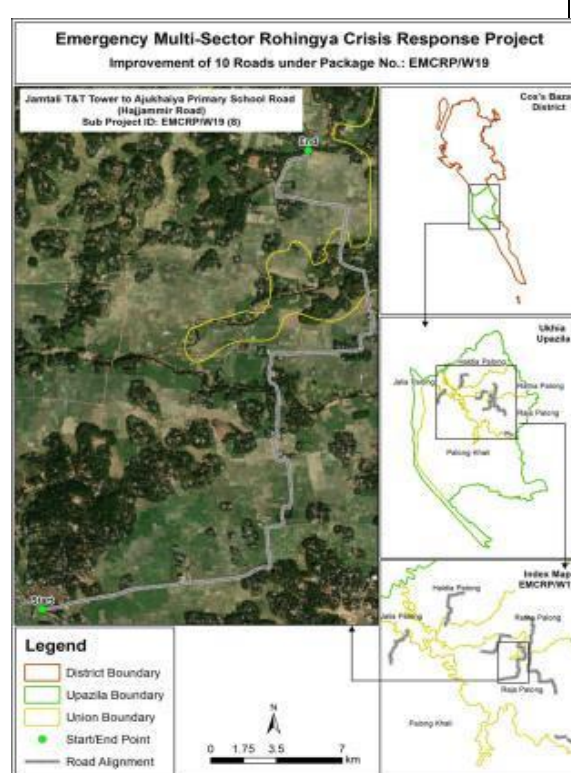
Uttar Pukuria Road by BC from Ch. 994m – Ch. 3275m. **Package No: EMCRP/W19.5, Road ID: 422944036**



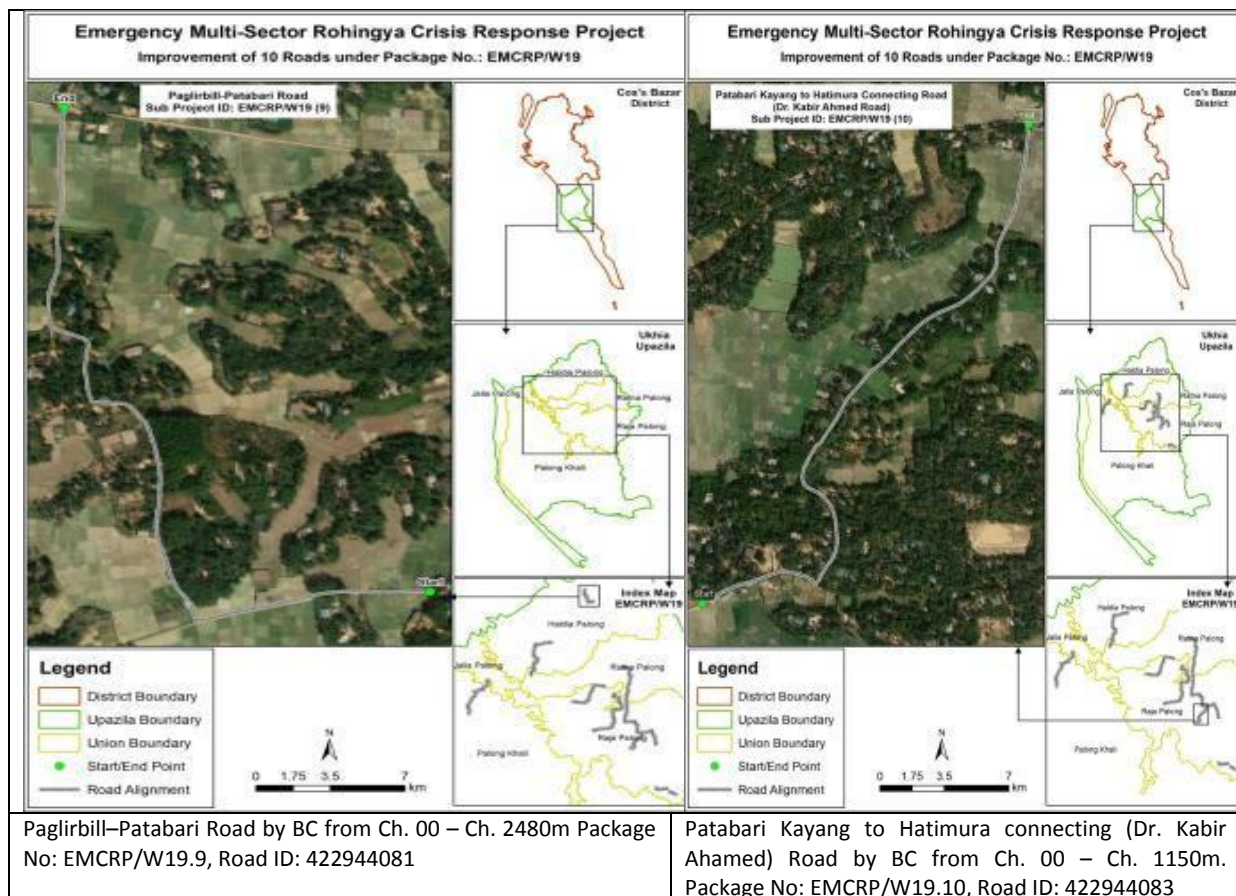
Kutupalong Uttarpara Road by BC from Ch. 00 – Ch. 671. **Package No: EMCRP/W19.6, Road ID: 422944074**



Kutupalong Peaokpara Road by BC from Ch. 00 – Ch. 1181m. **Package No: EMCRP/W19.7, Road ID: 422944076**



Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 – Ch. 1735m. **Package No: EMCRP/W19.8, Road ID: 422944080**



5. Methodology:

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

6. Summary of Key Findings:

Overall, the sub-project impact will be positive. Proposed road existing road will be improved on government land and no land acquisition is required. Proposed road construction will not affect any trees, structures, community properties or any assets. It is also confirmed that no trees require to cut off or no structures of CRP will be affected. However, due to change of alignment or if any new impacts are identified, mitigation measures will be taken according to RPF and ESMF. No tribal people are identified during screening and census survey. No squatters or vendors will be affected by the project.

6.1. Existing Scenario of Proposed Roads:

The sub project does not have any land acquisition or population displacement, as the existing roads will be upgraded and reconstructed.. As these roads are situated and being constructed within the host communities,

Union Parishad Chairmen, local communities are consulted by several meeting which are reflected in consultation out comes table-2. During screening, the roads are found empty. Structures, trees, community properties or any other assets will not be affected by the sub-projects. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in **Annex-1**.

6.2 Construction induced impact issues:

Since the road construction is being implemented in an empty government-owned land, there is no land acquisition, which will prevent any construction induced impacts. However, during construction, movements of heavy vehicles or construction materials may cause damages of road or assets. If any damages are reported, LGED will hold consultations with the site management along with contractors and Host focal points to take mitigation measures according to ESMF and RPF, even subject to nature of damage.

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

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

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

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

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

6.4 Road Connectivity & Feature Benefit:

All the proposed roads will be connected with the nearby existing BC road. The main target of constructing the RCC/BC/HBB roads are to improve the communication system of rural peoples, so the people of respective territories can move easily from one place to another that will ultimately contribute to improved living standards. Through these roads, people can travel easily to various places such as hat-Bazar, school, towns, mosques, temple and other important places and can save time and costs. As most of the roads are connecting roads to the camps, both host and DRP together with camp working groups, UN agencies, school & college going studets and local

businessmen will be benefitted. Drop out of school going children's will be reduced due to paved road. In addition, the following facilities will be added in this locality as well as national economy;

- 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 programmes every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programmes. This project will contribute to ensure approach of social safety net.
- The World Bank has identified job creation as the country's top development priority. To do so, Bangladesh will need to remove the barriers to higher growth posed by low access to reliable and affordable power, poor transportation infrastructure, limited availability of serviced land, uncertain and complex business regulation, rapid urbanization and vulnerability to climate change and natural disasters, among others. These sub projects will contribute to reduce the above barriers.
- Maximizing income-generating opportunities will be created for rural peoples in the project areas, particularly the poor and women, through the construction work as well as maintenance of the improved transport network. In connection that, during the project implementation period it is assuming that changes in employment generation in terms of direct and indirect employment caused by the project intervention.

6.5 Impact Mitigation Measures

Apart from the land required for the roads, more land is required for the new road construction sites for establishing temporary facilities, such as contractor labour 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-13

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 188 no's 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. Seventeen (17) participants (Union Parishad Chairman & Members) and 171 no's local stakeholders (Host Communities) were attended the consultation and provided valuable opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very reluctant to attend in a public consultation due to conservative minded. Category wise participants list with date, summary of consultation/FGD outcomes are mentioned below table 1, 2 &3;

Table: 1 Summary of Consultation Meetings and FGDs

No.	Date	Main Participant Groups	No. of Participants	
			Male	Female
1	22/03/2020	Union Parishad Chairman & members)	12	05
2	23/03/2020	Local Stakeholders (Host Communities)	169	2
Total			188	

Table: 2 Summaries 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) based on identified impacts, we will ensure necessary census and mitigation measures.
Vulnerable HHHs/severely affected HHHs	Have any mitigation plan if Vulnerable HHHs/Severely affected by the sub projects?	If vulnerable HHHs is 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 increase 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 are identified within the RoW during the screening. However, if any structures are identified affected during implementation, compensation will be paid following the guidelines of RPF
land	Except RoW any additional land will be required?	No, sub project will implement on existing alignment which is enough.
livelihood	Livelihood will be hampered?	Livelihood will not be hampered

Issues	Opinion and questions	Reply from LGED
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?	Trees will not be affected. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF
Business loss	Any permanent or temporary business will be affected?	No, business will be affected due to vacant alignment. 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.
Wage loss	Daily labour will be affected? Or Is there any Job opportunity for the daily labor?	Any daily labor will not be affected negatively due to construction of road. They will be positively benefited as job opportunities will be created due to road improvement work.
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.

The key outputs of stakeholder consultation meeting are given below (Table: 2) :

- Effective coordination will be created between the stakeholders and Government regarding new road construction.
- If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
- If any daily labor affected in any disease or COVID-19 during construction, mitigation measures will be taken following the guidelines of RPF and COVID-19 management measures.
- Availability of first-aid boxes at the proposed sub-projects site.
- Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
- Avoiding and minimizing adverse social impacts for the site selection, design and construction.
- Ensuring various stakeholders' participation, this will enhance their sense of belonging in the proposed sub-projects.
- Identifying unavoidable adverse impacts and ensure effective mitigation measures.
- Ensuring social conflicts and grievance management during construction period.
- Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)
- Ensuring equal wage for female labour including site security and facilities.
- Ensuring that GBV is not occurring at the working site.

Attendance of Consultation as follows See Annex (16-25):

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
1	Court Bazar Holudia-	27/01/2020	Mowlabipara Nur Islam	20	0	20	1. The following	Local LGED office and contractor make sure

	Patabari Khoyachari Road		Market				<p>issues were discussed during the consultation meeting with Community and Institutional stakeholders; who will coordinate with Community?</p> <p>2. Who will monitor the activities?</p> <p>3. Will ensure Safety issues within construction area?</p> <p>4. Asked about GBV or other harassments.</p> <p>5. Have any scopes to entry any grievances?</p> <p>6. During construction to need additional private land for temporary basis?</p>	<p>the communication with communities regarding improvement work. Ensure satisfactory mitigation measures as against any adverse impact. Also inform to participants that LGED will implement these sub projects with community perception. participations have a scope to complain any grievances to UZ level GRC. Land acquisition and population displacement/relocation shall not be needed. If identified and impacts mitigation measure will be ensured.</p>
2	Jummapara Village Market	24/01/2020	Jumma Para Lokman Market	20	0	20		
3	Shailerdeva to Chakbatia (Kalachand) Road	29/01/2020	Near Diglia Palon Community Clinic	20	0	20		
4	Kutupalon Baruapara Road	27/01/2020	Mondhir (Bihar)	07	0	07		
5	Uttar Pukuria Road	26/01/2020	Uttar Pukuria Motaleb Market	17	0	17		
6	Uttar Para (Kutupalong) Road	27/02/2020	Uttar Para Rastar Matha	10	0	10		
7	Kutupalong Peaokpara Road	27/01/2020	Hajom Para	15	02	17		
8	Jamtali T & T tower to Ajukhiya Primary School Road	26/01/2020	Jamtoli Station	18	0	18		
9	Paglirbill-Patabari Road	26/01/2020	Boktatali Station	21	0	21		
10	Patabari keyang-Hatimura Connecting Road	28/01/2020	Tai Palong Mor	20	0	20		
Total participants				168	02	170		

7. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractors need to hire skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, total 3780 daily labour (skill and unskilled) may be generated during construction work as daily 14 labors for at least 270 active working. 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.

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

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

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

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

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

- Training and providing cleaning staff with adequate PPE when cleaning consultation rooms and facilities used to treat infected patients
- Implementing a communication strategy/plan to support regular communication, accessible updates and clear messaging to health workers, regarding the spread of COVID-19 in nearby locations, the latest facts and statistics, and applicable procedures.

9. Traffic Management:

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

10. Monitoring System:

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

11. Grievance Redress:

The EMCRC 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 LGED offices. 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 and D&SC representative from LGED (Specialist of social safeguard) team. If the grievances are not resolved at this stage, they will be referred to the XEN of LGED for further steps.

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

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

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

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

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

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

12. Social Management Plan (SMP):

Based on public consultation, a Social Management Plan identifies the mitigation and management activities that need to be in place in order to eliminate the marginal social impacts or to reduce them to an acceptable level and the process will be continued subsequently. Site-specific mitigation plan is also incorporated with this report in **Annex-26**.

13. Positive impacts by the sub-project:

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

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

- Livelihood will be improved.

14. Recommendations:

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

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

15. Conclusions:

Land acquisition will not be required for improvement of the subprojects. Furthermore, issues of relocation and population displacement are also not expected to arise during the construction of the subprojects. 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 is not expected to affect any community/cultural/archeological properties. The proposed sub-projects implementation is not expected to generate any significant negative social impacts. Therefore, implementations of the proposed sub-projects are safe and highly recommended.

The social benefits of this sub-project are manifold. 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 as well as national economy. 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, 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 local economy. Therefore, implementations of the proposed sub-projects are safely and highly recommended.

Annex-1: At a Glance Key Findings by Social Screening of 10 Sub Project's under Package No-19 (Road Construction) of EMCRP, LGED

Sl #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
1	Improvement of Court Bazar Holudia to Patabari Khoyachari Road by BC from Ch. 00 to Ch. 2395m.	Package No: EMCRP/W19.1 & Road ID : 422944064)	BC Road	Ukhiya Upazila in Cox's Bazar district	2.395	Government land	No	No	No	No	No	Done	Recommended for implementation
2	Improvement of Jummapara villager Para Road by BC from Ch. 00 to Ch. 2594m.	Package No: EMCRP/W19.2 & Road ID : 422944067)	BC Road	"Do"	2.594	Government land	No	No	No	No	No	Done	Recommended for implementation
3	Improvement of Shailerdeva to Chakbaita (Kalachand) Road by BC from Ch. 00 to Ch. 4872m.	Package No: EMCRP/W19.3 & Road ID : 422944069)	BC Road	"Do"	4.872	Government land	No	No	No	No	No	Done	Recommended for implementation
4	Improvement of Kutupalong Baruapara road by BC from Ch. 00 to Ch. 460m.	Package No: EMCRP/W19.4 & Road ID : 422944070)	BC Road	"Do"	0.460	Government land	No	No	No	No	No	Done	Recommended for implementation
5	Improvement of Uttar Pukuria road by BC from Ch. 994m to Ch. 3275m.	Package No: EMCRP/W19.5 & Road ID : 422944036)	BC Road	"Do"	2.278	Government land	No	No	No	No	No	Done	Recommended for implementation
6	Improvement of kutupalong Uttarpara road by BC from Ch. 00 to Ch. 671m.	Package No: EMCRP/W19.6 & Road ID : 422944074)	BC Road	"Do"	0.671	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
7	Improvement of Kutupalong Peaokpara Road by BC from Ch. 00 to Ch. 1181m.	Package No: EMCRP/W19.7 & Road ID : 422944064)	BC Road	Ukhiya Upazila in Cox's Bazar district	1.181	Government land	No	No	No	No	No	Done	Recommended for implementation
8	Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 to Ch. 1735m.	Package No: EMCRP/W19.8 & Road ID : 422944080)	BC Road	"Do"	1.735	Government land	No	No	No	No	No	Done	Recommended for implementation
9	Improvement of Paglirbill-Patabari Road by BC from Ch. 1000m to Ch. 2480m.	Package No: EMCRP/W19.9& Road ID : 422944081)	BC Road	"Do"	1.480	Government land	No	No	No	No	No	Done	Recommended for implementation
10	Improvement of Patabari Kayang to Hatimura connecting road by BC from Ch. 00 to Ch. 1150m.	Package No: EMCRP/W19.10 & Road ID : 422944083)	BC Road	"Do"	1.150	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of 19.1, 19.2, 19.3, 19.4, 19.5, 19.6, 19.7, 19.8, 19.9, 19.10 (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 Court Bazar Holudia to Patabari Khoyachari Road by BC from Ch. 00 to Ch. 2395m.	Package No: EMCRP/W19.1 & Road ID : 422944064)	Ukhiya Upazila	Latitude Value: 21°16'43.608" N Longitude Value: 92°6'16.758" E	Latitude Value: 21°17'43.6236"N Longitude Value: 92°6'48.5388" E	-	2395	27/01/2020	10.30 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<u>Upazilla official's & Local Government Representatives</u> The Upazila Engineer said that the areas are currently densely populated in the hope of Rohingya people from Myanmar. In addition, the roads are very important as the areas have been neglected for a long time. It is very important to implement the roads to ensure the free supply of daily necessities in the camps and the movement of vehicles of various foreign delegates. After the survey, if any establishment or Rohingya camp needs to be removed for road implementation, necessary steps can be taken by contacting other departments including CIC from the Upazila level. As a result, the works can be implemented quickly before the monsoon.
								27/01/2020	02.56 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
2	Improvement of Jummapara villager Para Road by BC from Ch. 00 to Ch. 2594m.	Package No: EMCRP/W19.2 & Road ID : 422944067)	"Do"	Latitude Value: 21°16'38.3" N Longitude Value: 92°05'08" E	Latitude Value: 21° 17' 43.6236" N Longitude Value: 92° 6' 48.5388" E	-	2594	24/01/2020	3.30 PM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								24/01/2020	11.45 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of Shailerdeva to Chakbaita (Kalachand) Road by BC from Ch. 00 to Ch. 4872m.	Package No: EMCRP/W19.3 & Road ID : 422944069)	"Do"	Latitude Value: 21° 14' 37.626" N Longitude Value: 92° 9' 25.4808" E	Latitude Value: 21° 16' 55.0992" N Longitude Value: 92° 8' 29.8572" E	-	4872	27/01/2020	10.10 AM	Rajapalong and Ratnapalong	Local government Representatives (Union Parishad Chairman & members)	
								29/01/2020	12.32 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
4	Improvement of Kutupalong	Package No: EMCRP/W19.4 & Road ID :	"Do"	Latitude Value:	Latitude Value: 21°13'06.8" N	-	0460	27/01/2020	10.10 AM	Rajapalong union Parishad	Local government Representatives	Due to Rohingya influx, the density of populations has increased which created

SI #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
	Baruapara road by BC from Ch. 00 to Ch. 460m.	422944070)		21°13'14.5" N Longitude Value: 92°09'43.9" E	Longitude Value: 92°09'55.7" E			27/01/2020	12.30 PM	Sub-Project Area	(Union Parishad Chairman & members) Local Stakeholders (Host Communities)	heavy pressure on existing road structure and created untold miseries to the Host communities. Presently, people of this 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
5	Improvement of Uttar Pukuria road by BC from Ch. 994m to Ch. 3275m.	Package No: EMCRP/W19.5 & Road ID : 422944036)	"Do"	Latitude Value: 21.2659309° N Longitude Value: 92.1212381° E	Latitude Value: 21.2726340° N Longitude Value: 92.1353864° E	-	2278	27/01/2020	10.10 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								26/01/2020	12.56 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
6	Improvement of kutupalong Uttarpara road by BC from Ch. 00 to Ch. 671m.	Package No: EMCRP/W19.5 & Road ID : 422944074)	"Do"	Latitude Value: 21°13'20.0" N Longitude Value: 92°09'44.1" E	Latitude Value: 21°13'21.4" N Longitude Value: 92°09'22.7" E	-	0671	27/01/2020	10.10 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<u>Local government Representatives (Union Parishad Chairman & members) :-</u> On behalf of the Union Parishad (Union Parishad Chairman & members), they unanimously requested for speedy implementation of the sub-project. They further said that if the existing road is implemented as it is, it will
								27/01/2020	1.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
7	Improvement of Kutupalong Peaokpara	Package No: EMCRP/W19.7 & Road ID : 422944064)	Ukhiya Upazila	Latitude Value: 21°13'32.96"	Latitude Value: 21°14'05.3" N Longitude	-	1181	27/01/2020	10.10 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad	

	Road by BC from Ch. 00 to Ch. 1181m.			N Longitude Value: 92°10'5.13"E	Value: 92°09'56.7" E						Chairman & members)	not cause any loss of property to the people of the concerned sub-project area. They requested for the implementation of the sub-project before the monsoon.
								27/01/2020	12.05 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
8	Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 to Ch. 1735m.	Package No: EMCRP/W19.8 & Road ID : 422944080)	"Do"	Latitude Value: 21° 15' 4.3776" N Longitude Value: 92° 7' 47.5608"E	Latitude Value: 21°16'12.0" N Longitude Value: 92°08'24.3" E	-	1735	27/01/2020	10.10 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<u>Local Stakeholders (Host Communities) :-</u> In consultation with the people (Host Communities) of the area, they all want to implement the sub project with existing road. They also think that if the existing roads are enclosed with excessive space, their resources partially damaged and also negative impact of social environment. They will provide universal support for the implementation of the existing road to improve their quality of life.
								26/01/2020	4.12 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
9	Improvement of Paglirbill-Patabari Road by BC from Ch. 1000m to Ch. 2480m.	Package No: EMCRP/W19.9 & Road ID : 422944081)	"Do"	Latitude Value: 21°18'57.9162" N Longitude Value: 92°07'52.2027" E	Latitude Value: 21°19'21" N Longitude Value: 92°07'37" E	-	1480	27/01/2020	10.30 AM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								26/01/2020	4.08 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
10	Improvement of Patabari Kayang to Hatimura connecting road by BC from Ch. 00 to Ch. 1150m.	Package No: EMCRP/W19.10 & Road ID : 422944083)	"Do"	Longitude Value: 92° 9' 4.7" E Latitude Value: 21° 15' 1.3" N	Longitude Value: 92° 8' 46" E Latitude Value: 21° 14' 33.7" N	-	1150	27/01/2020	10.10 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								28/01/2020	5.20 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

Crest/Top width of Package of 19.1, 19.2, 19.3, 19.4, 19.5, 19.6, 19.7, 19.8, 19.9 19.10 (According to field visit)

SI #	Name of Subproject	Package & ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
1	Improvement of Court Bazar Holudia to Patabari Khoyachari Road by BC from Ch. 00 to Ch. 2395m.	Package No: EMCRP/W19.1 & Road ID : 422944064)	Ukhiya Upazila	0.6	4.3	0.6	5.5	
2	Improvement of Jummapara villager Para Road by BC from Ch. 00 to Ch. 2594m.	Package No: EMCRP/W19.2 & Road ID : 422944067)	"Do"	0.6	4.3	0.6	5.5	
3	Improvement of Shailerdeva to Chakbaita (Kalachand) Road by BC from Ch. 00 to Ch. 4872m.	Package No: EMCRP/W19.3 & Road ID : 422944069)	"Do"	0.6	4.3	0.6	5.5	
4	Improvement of Kutupalong Baruapara road by BC from Ch. 00 to Ch. 460m.	Package No: EMCRP/W19.4 & Road ID : 422944070)	"Do"	0.6	4.3	0.6	5.5	
5	Improvement of Uttar Pukuria road by BC from Ch. 994m to Ch. 3275m.	Package No: EMCRP/W19.5 & Road ID : 422944036)	"Do"	0.6	4.3	0.6	5.5	
6	Improvement of kutupalong Uttarpara road by BC from Ch. 00 to Ch. 671m.	Package No: EMCRP/W19.6& Road ID : 422944074)	"Do"	0.6	4.3	0.6	5.5	
7	Improvement of Kutupalong Peaokpara	Package No: EMCRP/W19.7 & Road ID :	"Do"	0.6	4.3	0.6	5.5	

SI #	Name of Subproject	Package & ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
	Road by BC from Ch. 00 to Ch. 1181m.	422944064)						
8	Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 to Ch. 1735m.	Package No: EMCRP/W19.8 & Road ID : 422944080)	"Do"	0.6	4.3	0.6	5.5	
9	Improvement of Paglirbill-Patabari Road by BC from Ch. 1000m to Ch. 2480m.	Package No: EMCRP/W19.9& Road ID : 422944081)	"Do"	0.6	4.3	0.6	5.5	
10	Improvement of Patabari Kayang to Hatimura connecting road by BC from Ch. 00 to Ch. 1150m.	Package No: EMCRP/W19.10 & Road ID : 422944083)	"Do"	0.6	4.3	0.6	5.5	

Annex-2: Pictures of Existing View & Location of 10 Sub-Projects under Package EMCRP/W19



Court Bazar Holudia to Patabari Khoyachari Road



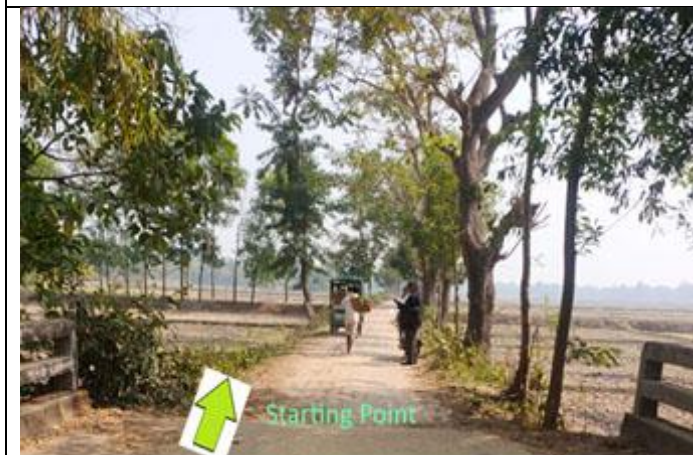
Jummapara villagers para Road



Shailerdeva to Chakbaita Road



Kutupalong Barua para Road



Uttar Pukuria Road



Kutupalong Uttarpara Road



Kutupalong Peaokpara Road



Jamtali T & T Tower to Ajukhaiya Primary School Road



Paglirbill–Patabari Road



Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road

Annex-3: Improvement of Court Bazar Holudia to Patabari Khoyachari Road EMCRP/W19.1

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Court Bazar Holudia to Patabari Khoyachari Road BC from ch.00-ch.2395m). It will be constructed on existing alignment which situated at Haldiapalong union in Ukhia Upazila of Cox's Bazar. The road has started from Koat Bazar Khondokar para to moulovipara station via keoya Chori - Nolbunia through Patabari Bazar. The Rohingya camp is about 5 km from proposed Road. Reju amtoli Mondir, Rumka Bodda mondor, Purba Rotna Mondir are around 1.5 km from the proposed road. There is no Elephant corridor in the catchment area.

There is a mosque named Khundukar para Jame Mosque and a graveyard near the proposed road. Al-Faruk academy/ (Madrasa) also is in the nearest of the road situated in the Ukhia Upa zila in the District of Cox's Bazar. A large Number of and host community people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Improvement of Court Bazar Holudia to Patabari Khoyachari Road by BC from ch.00-ch.2395m and 2 nos. of Box Culvert (1 Vent 2.0m X 1.60m) at Ch. 802m & Ch. 1354m and 14 nos. Cross drain (Size 0.975mm X 0.975mm) at Ch. 631, Ch. 919, Ch. 1013, Ch. 1270, Ch. 1400, Ch. 1512, Ch. 1610, Ch. 1780, Ch. 1800, Ch. 1954, Ch. 2005m, Ch. 2248 & Ch. 2310 in Ukhia Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944064
Package No:	EMCRP/W19.1
District	Cox's Bazar
Upazila	Ukhia
Union	Ratnapalong & Haldiapalong
WARD	01 & 07
Proposed Chainage	2395m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21°16'43.608" N Longitude Value: 92°6'16.758" E
Road Ending Point Coordinates	Latitude Value: 21°17'43.6236"N Longitude Value: 92°6'48.5388" E

Expected construction period: 2 Years

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: No foreign workers will be needed for the remaining period of the project. In construction work approximately 85 skilled and unskilled workforces are expected to be required for the construction work. Among them 30 will be skilled and 55 will be unskilled workforces. There are available unskilled work forces in the project location and some skilled workforces may be hired from the outside of the proposed project.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house But maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<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 12000. Both male and female.</p> <p>✓ What is the size of the host Rohingya community? Answer: There is no Rohingya people near the proposed road the Rohingya camp is far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: 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</p>

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

Section B.2. Land acquisition and stakeholder screening

Probable 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? [V] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the				

Schools, Religious leader, Parent, community people, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD, local international NGOs and working with community.
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, The project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer:</p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • 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 bridge need to construct above flood level standard.

Annex-4: Improvement of Jummapara villager Para Road EMCRP/W-19.2

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Jummapara villager para Road by BC from ch.00-ch.2594m). It will be constructed on existing alignment which is situated at Jaliapalong union in Ukhiya Upazila of Cox's Bazar District. The Road has started from Court bazar and go through Inani sea beach passed left side and ended srinijir shora. Pioneer graveyard is also opposite side of the proposed road. Innani sea beach is near about 3 km from the road location, there is a Mosque near the road. jumma para school and Madrasa also situated in this location of Cox,s Bazar District. A Number of people are expected to be benefitted by implementation of the sub-project directly. The world largest Innani sea beach is about 2 km from the proposed road. The Cox's bazar-Teknaf- Highway is connected to the Sub-Project.

Sub-project Location:

Improvement of Jummapara villagers para Road by BC from ch.00 - ch.2594m and 1 no. 5.5m Long RCC Box Culvert (2.00m X 2.00m) and 06 nos. Cross drain (Size 0.975m X 0.975m) at Ch. 198, Ch. 747, Ch. 977, Ch. 1060, Ch. 1944, and Ch. 2237 in Ukhiya Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944067
Package No.	EMCRP/W19.2
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	01
Proposed Chainage	2594m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21°16'38.3" N Longitude Value: 92°05'08" E
Road Ending Point Coordinates	Latitude Value: 21° 17' 43.6236" N Longitude Value: 92° 6' 48.5388" E

Expected construction period: 2 Years

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 location no Historical and Archeological structure has been found that is why no question to generate any adverse impact in this regard. In the 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 Inani sea beach is very close to the sub-project and connected by the sub-project. 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, Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: No foreign workers are will not be needed to at this locality in construction work. Based on FGD approximately 65 skilled and unskilled workforces are expected to be required for the construction work. Among them 20 will be skilled and 45 will be unskilled workforces. As construction work will be done out of the camp area, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces and DRP as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the un skilled workforces are available in the locality but skilled work forces will be hired from out site for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation inside the construction site. But maximum skilled labor coming from outside of the project site, need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area? Answer: The size of local population in the project area is near about 2500 both male and female.</p> <p>✓ What is the size of the host Rohingya community? Answer: The size of host Rohingya community is not considerable as the proposed Road is far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p>

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

Section B.2. Land acquisition and stakeholder screening

Probable	Involuntary	Resettlement	Yes	No	Not	Remarks
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Effects			Known	
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? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)
<p>13: Who are the stakeholders of the project?</p> <p>Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer:</p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • 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.
- 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 constructed at a time.
- All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-5: Improvement of Shailerdeva to Chakbaita Road EMCRP/W19.3

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Shailerdeva to Chakbaita Road by BC from ch.00-ch. 4872m). It will be constructed on existing alignment which situated at Rajapalong union in Ukhiya Upazila of Cox's Bazar District. The road has started from Ukhiya station and go inside through T&T road to Shailerdeva and passed by the side of Chandraudoy Bodda Temple and connected the Amtoli GPS. The ending point of the road also is the Infront of the Amtoli GPS. Thai Plong, Digholia Palong, wala Palong are the surrounding villages. The total population of this catchment are of 4 villages are near about 22,000. The army Checkpost is also connected the road. Thinkhali Ghonapara road which has also connected the Rohingya Camp of Kutupalong.

A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly. The world largest Refugee camp "Kutupalong" and the Cox's bazar - Teknaf-Highway is very close to the site of Sub-Project.

Sub-project Location:

Improvement of Shailerdeva to Chakbaita Road by BC from Ch.00 – Ch. 4872m and 03 nos. of Box Culvert (2 Vent 2.0m X 2.00m) at Ch. 2408, 3680m & Ch. 4800m & 03 nos. Box Culvert (1 Vent 2.0m X 1.6m) at Ch. 3460, 4418m and Ch. 4631 and 09 nos. Cross drain (Size 0.975m X 0.975m) in Ukhiya Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944069
Package No:	EMCRP/W19.3
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong & Ratnapalong
WARD	4,7,8,9 & 4,5
Proposed Chainage	4872m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21° 14' 37.626" N Longitude Value: 92° 9' 25.4808" E
Road Ending Point Coordinates	Latitude Value: 21° 16' 55.0992" N Longitude Value: 92° 8' 29.8572" E

Expected construction period: 2 Years

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? 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 170 skilled and unskilled workforces are expected to be required for the construction work. Among them 50 will be skilled and 120 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workers will be hired from the local work forces and Only skilled work forces will be hired from out siders as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that the unskilled workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: Unskilled labor is available in this area So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if skill level does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation inside the construction site as they will come to work from their own residence but maximum skilled labor who will come from outside of the project site, they need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside labores.</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</p>

	<p>22000 both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The Rohingya Camp is 2km away from the proposed sub project, the size of Rohingya community are 5000 in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</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 contact between the local community and outsiders are always frequent.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired workers from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers presence in the community may be 2 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another. • Different Diseases may spread in the area for over population.

Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have been 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 construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.

9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • 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. 				

- Different types of diseases may spread for over population.

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

Answer: The project authority conducted several consultations with the potential affected community and people. During site selection 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;

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

Annex-6: Improvement of Kutupalong Baruapara Road EMCRP/W19.4

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Kutupalong Baruapara Road by BC from Ch. 00 to ch. 460m). It will be constructed on existing alignment which is situated in palongkhali union under Ukhia Upazila of Cox's Bazar district. The Road has started from Main road of Kutupalong high way Road. The road has go through east side to west side. The famous Kutupalong Nobodoy Moitry Bihar is situated in front and right side of the proposed road. The connecting road has connected the Buddhist Temple and the main road. The Road is 460m under BC and there is a culvert in the road and the road has ended in Kutupalong purbo para. Under the ukhiya upazila in the District of Cox,s Bazar.

Numbers of and Host communities' people are expected to be benefitted by implementation of the sub-project directly. The world largest Refugee camp "Kutupalong" and the Cox's bazar-Teknaf- Highway is very close to the site of Sub-Project.

Project Location: Improvement of Kutupalong Baruapara road by BC from ch.00-460m including 1 box culvert in Ukhia Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944070
Package No:	EMCRP/W19.4
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	9
Proposed Chainage	460m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21°13'14.5" N Longitude Value: 92°09'43.9" E
Road Ending Point Coordinates	Latitude Value: 21°13'06.8" N Longitude Value: 92°09'55.7" E

Expected construction period: 2 years

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 a Historical Kutupalong Bodda Temple which is historical and Archeological structure but has no question to generate any adverse impact in this regards. In the consultation meeting it has revealed that no Elephants corridors and water bodies are exist presently in the proposed sub-project. There are some mosques and religious institution in this area but will not be affected anyway by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives, 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 35 skilled and unskilled workforces are expected to be required for the construction work. Among them 15 will be skilled and 30 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?</p>

	<p>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?</p> <p>Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation inside the construction site. But maximum skilled labor coming from outside of the project site, need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 2000 both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The size of in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: The frequency and extent of contact between the local community and outsiders is very high.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: one and half year but it may be extended.</p>

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

Section B.2. Land acquisition and stakeholder screening

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

8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, The project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • 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 				

<p>the society.</p> <ul style="list-style-type: none"> Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, road users, community peolocal elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> The FGD results confirmed that decision of road construction will increase the sense of security of the communities. Peasant and producer of the catchment area will get fair price of their commodities due road construction. Transportation system will be easier which will save the time of community people as well as extra hassle. Local industry will be flourished. Land value will be increased Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. Voter of the people can cast their vote due to improved communication system. Attendance rate of school going children will be increased as well as enrollment rate. More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. . 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 constructed at a time. All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-7: Improvement of Uttar Pukuria Road EMCRP/W19.5

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Uttar Pukuria Road by BC from Ch. 994m-Ch.3275m). It will be constructed on existing alignment which is situated at Razapalong union in Ukhia Upazila of Cox's Bazar.

The Road has started from infront of Uttat pukuria Primary school touching Uttarpukuria Community center and bridge through Rotna palong to Valukia sea beach road and connected Kambriarbil road and connected Ruhullar deba connecting road. The Road has included with culverts and side drains in ukhiya upazila in the district of Cox,s bazar.

Numbers of host communities' people will be benefitted by implementation of the sub-project directly.

Sub-project Location:

Improvement of Uttar Pukuria Road by BC from Ch. 994m - Ch. 3275m and 3 nos. Box Culvert (1 Vent 2.0m X 1.60m) & 05 nos. Cross drain (Size 0.975m X 0.975m) at Ch. 1068, Ch. 2698 & 3 nos. cross drain (0.750m X 0.750m) Ch. 2866, Ch. 2887, Ch. 3025 in Ukhia Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944036
Package No:	EMCRP/W19.5
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	02
Proposed Chainage	2282
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21.2659309° N Longitude Value: 92.1212381° E
Road Ending Point Coordinates	Latitude Value: 21.2726340° N Longitude Value: 92.1353864° E

Expected construction period: 2 Years

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 45 skilled and unskilled workforces are expected to be required for the construction work. Among them 15 will be skilled and 30 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the nonskilled workforces are available in the locality but</p>

	<p>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 15000 both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: There is no host Rohingya community in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</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 population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p>

	<p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much 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 there 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?	✓			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due

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

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

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

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

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodities due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the 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 constructed at a time.
- All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-8: Improvement of Kutupalong Uttarpara Road EMCRP/W19.6

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

Section A: Sub-Project Overview

Description of sub-project/component interventions: Construction of Kutupalong Uttar para Road
An HBB road will be constructed under the proposed sub-project (Improvement of Kutupalong Uttarpara Road by BC from Ch. 00 - Ch. 671m). It will be constructed on existing alignment which is situated at Rajapalong union in Ukhia Upazila of Cox's Bazar District. The proposed road has started from Shahid Jafor Alam Road, Teknaf -Ukhia main road west side and goes through the Ujira hill point and it connected west para and kutupalong Camp 1. The Road is 671m by BC under Ukhia upazila.
Dist: Cox's Bazar. A large number of host Rohingya and local community people are expected to be benefitted by implementation of the sub-project directly. The world largest Refugee camp "Kutupalong" and the Cox's bazar-Teknaf- Highway is very close to the site of Sub-Project.

Sub-project Location:

Improvement of Kutupalong Uttarpara Road by BC from Ch. 00 – Ch. 671m and 02 nos. Cross drain at Ch. 193 of (Size 0.975m X 0.975m) in Ukhia Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944074
Package No.	EMCRP/W19.6
District	Cox's Bazar
Upazila	Ukhia
Union	Rajapalong
WARD	9
Proposed Chainage	671m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21°13'20.0" N Longitude Value: 92°09'44.1" E
Road Ending Point Coordinates	Latitude Value: 21°13'21.4" N Longitude Value: 92°09'22.7" E

Expected construction period: 2 Years

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to	✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?

<p>the project location, and will the influx be considered significant for the local community?</p>	<p>Answer: No foreign workers will be needed for the remaining period of the project local work forces are available for work in the proposed project area for construction work. Approximately 40 skilled and unskilled workforces are expected to be required for the construction work. Among them 15 will be skilled and 25 will be unskilled workforces. Some skilled workforces may be hired from outside of the project area. Un skilled workers are available in the project area as required.</p> <p>✓ Can the project hire workers from the local workforce?</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, it has revealed that non skilled workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</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: Most of the workforces expected to be hired from local community, They will come to work from their own residence and they do not have required for accommodation inside the construction site. But maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside laborers.</p>
<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: The size of local population in the project area are near about 2000 both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The size of host Rohingya community are about 100000 in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and

	pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: one year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where there 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? [V] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the				

<p>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"> • 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 have been conducted several consultation with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Voter of the people can cast their vote due to improved communication system. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. . • 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 constructed at a time. • All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-9: Improvement of Kutupalong Peaokpara road EMCRP/W19.7

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The Sub-Project is categorized as a village road with a proposed design of BC from Ch.00 to Ch. 1181m. This proposed Kutupalong Peaokpara road belongs to Rajapalong union under Ukhiya Upazila. This road has started from Kutupalong uttarkundu road on south side stretching 1181m to Hazompara hill on north side. Some connecting roads are present within the road chainage as well as crossing along with agricultural land, homestead garden, open field, betel leaf yard, settlement, etc.

Sub-project Location:

Improvement of Kutupalong Peaokpara road by BC from Ch. 00 – Ch. 1181m and 5 nos. Cross Drain (Size: 0.975mmX 0.975mm) at Ch. 160m, Ch.414m, Ch.533m, Ch. 885m & Ch. 1074m in Ukhia Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944076
Package No.	EMCRP/W19.7
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	09
Proposed Chainage	1181m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21°13'32.96"N Longitude Value: 92°10'5.13"E
Road Ending Point Coordinates	Latitude Value: 21°14'05.3" N Longitude Value: 92°09'56.7" E

Land ownership : Land area covering the road length is owned by the Government.

Expected construction period: 2 Years

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

Answer: Within the range of Proposed sub-project and no Historical and Archeological structure has been found that is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project but earlier Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. The Naf rivers are very close to the sub-project but these would not be affected by the sub-project anyway. There are some mosques and religious institution in this areas 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, Concerned LGED officials.

Section B: Social Screening

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

<p>involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers (Except Rohingya workforces) are working at this locality in construction work (Many foreign citizens are working in the camp but not involved with construction work) based on FGD. Approximately 70 skilled and unskilled workforces are expected to be required for the construction work. Among them 15 will be skilled and 55 will be unskilled workforces. As construction work will be done inside the camp area, therefore, Rohingya people should get priority as labor forces.</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 and DRP 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 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?</p> <p>Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labour 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 inside the construction site. But maximum skilled labor coming from outside of the project site, need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside laborers.</p>
<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: The size of local population in the project area is near about 1100 both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The size of host and Rohingya community is 5000 in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and

	pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: one and half year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where there 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?				

<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"> • 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 have been conducted several consultation with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Voter of the people can cast their vote due to improved communication system. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. . • 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 constructed at a time. • All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-10: Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road EMCRP/W19.8

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 - Ch. 1735m). It will be constructed on existing alignment which situated at Rajapalong Union in Ukhiya Upazila of Cox's Bazar District. The road has started from Ukhiya -Cox,s Bazar main highway road touching Jamtali Jame mosque . Left side of theproposed road Jamtali Tahfijul Quran Madrasha is situated. The west Ghonapara Jame-Mosque is also connected with the proposed road. The Jamtali graveyard is situated in the left side of the proposed road. The Road is 1735m by BC under ukhiya upazila in Cox,s Bazar District.

A large number of host communities' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Improvement of Jamtali T & T Tower to Ajukhaiya Primary School Road by BC from Ch. 00 – Ch. 1735m and 05 nos. Cross drain (Size 0.750m X 0.750m) at Ch. 732m, 924m, 863m, 1265m and 1513m and 4 nos. Box Culvert 1 vent (2.0m X 1.60m) Ch. 440m, Ch. 1081m, Ch. 1373m, Ch. 1697m and 1 no. Box Culvert 2 vent (2.5m X 2.5m) in Ukhiya Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944080
Package No:	EMCRP/W19.8
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	02 & 05
Proposed Chainage	1735m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21° 15' 4.3776" N Longitude Value: 92° 7' 47.5608" E
Road Ending Point Coordinates	Latitude Value: 21°16'12.0" N Longitude Value: 92°08'24.3" E

Expected construction period: 2 Years

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 no Historical and Archeological structure has been found that is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project area but earlier 10 years Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institution in this area but will not be affected anyway due to construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives, Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
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<p>Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: No foreign workers will be need for remaining work at this locality for construction work. Approximately 150 skilled and unskilled workforces are expected to be required for the construction work. Among them 40 will be skilled and 110 will be unskilled workforces. The un skilled workforces are available in the local and project area but the skilled workforces will be need to hire from outside by the contractor as required in the project.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces and DRP as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the 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 the proposed project area; So, they can serve the purpose of skill labor by conducting skill training within a reasonable time frame by the contractor if skill level of the local work force does not match the needs.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation inside the construction site. But maximum skilled labor coming from outside of the project site, need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside laborers.</p>
<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: The size of local population in the project area is near about 5000 both male and female.</p> <p>✓ What is the size of the host Rohingya community? Answer: There is no Rohingya community in the proposed Road project area. The Rohingya Camp is fur away from the proposed 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 contact of local community and out siders is always frequent.</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, any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. There may be arise some conflict between local workforces and out siders. .</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers presence in the community is 2 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Communication pressure from one place to another.
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: Yes, 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 subproject 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;

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

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

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

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodities due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.

- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. .
- The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are constructed at a time.
- All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-11: Improvement of Paglirbill – Patabari Road EMCRP/19.9

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

An HBB road will be constructed under the proposed sub-project (Improvement of Paglirbill – Patabari Road by BC from Ch. 1000 - Ch. 2480m). It will be constructed on existing alignment which situated at Haldiapalong union in Ukhiya Upazila of Cox's Bazar District. The Proposed road has started from Ukhiya Duck Banglu – GC Moricha road to via Nuru member's house. The road is known as Paglir bill Patabari road. It has passed through the side of Patabari bazar west side of Amir Hossain Sowdagors shop and go straight south side and connected with the Main road near Bella Kabirs Shop.

Large number of Host communities' people are expected to be benefitted by implementation of the sub-project directly. The Rohingya camp is about 26 km away from the proposed road.

Sub-project Location:

Improvement of Paglirbill–Patabari Road by BC from Ch. 1000 – Ch. 2480m and 08 nos. Cross drain (Size 0.975m X 0.975m) at Ch. 1258m, Ch. 1500m, Ch. 1554m, Ch. 1785m, Ch. 1867m, Ch. 2113m, Ch. 2170m & Ch. 2442m, and Ch. 1513m and 5 nos. Box Culvert 1 vent (2.0m X 1.60m) in Ukhiya Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944081
Package No:	EMCRP/W19.9
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	03
Proposed Chainage	1480m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Latitude Value: 21 ⁰ 18'57.9162" N Longitude Value: 92 ⁰ 07'52.2027" E
Road Ending Point Coordinates	Latitude Value: 21 ⁰ 19'21" N Longitude Value: 92 ⁰ 07'37" E

Expected construction period: 2 Years

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 in the catchment area of the proposed road. That is why no question to generate any adverse impact in this regard. During the consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project location. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this catchment area but will not be affected anyway by construction of the road. 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?	Yes,
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 600 both male and female.</p> <p>✓ What is the size of the host Rohingya community? Answer: The size of host Rohingya community is 5000 in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders? Answer: 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.
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 worker from outside belong to same socio-economic, cultural, religious or demographic background. 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</p>

	<p>be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers presence may be 2 years.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may be anticipated those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and problem to move from one place to another.
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 Conducted consultation several times with local community where there 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 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 objectives are 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;

- 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 air pollution may be generated in the locality. It also can hamper the study of the children as well as old ages peoples 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 have been conducted several consultation with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

Annex-12: Improvement of Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road EMCRP/W19.10

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:

An HBB road will be constructed under the proposed sub-project [Improvement of Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road by BC from Ch. 00 - Ch. 1150m]. It will be constructed on existing alignment which situated at Rajapalong union in Ukhia Upazila of Cox's Bazar District. The Road has started from Dorga bill road beside the Dr. Kabir Ahmeds House. The Road passed through the Barua para upto Keyang (Bodda Mondir) and go through Hatimura and connectd the BDR Camp it also connected the Rohingya camp Kutupalong. The Road is 1150m.

A large numbers of host communities are expected to be benefitted by implementation of the sub-project directly. The world largest Refugee camp "Kutupalong" and the Cox's bazar-Teknaf- Highway is very close to the site of Sub-Project.

Sub-project Location:

Improvement of Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road by BC from Ch. 00 – Ch. 1150m in Ukhia Upazila of Cox's Bazar district.

Important Features of Sub-project Location	
Road ID	422944083
Package No.	EMCRP/W19.10
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	5
Proposed Chainage	1150m
Road Type	Village Road
Proposed Intervention Type	BC
Road Starting Point Coordinates	Longitude Value: 92° 9' 4.7" E (Starting Point) Latitude Value: 21° 15' 1.3" N (Starting Point)
Road Ending Point Coordinates	Longitude Value: 92° 8' 46" E (Ending Point) Latitude Value: 21° 14' 33.7" N (Ending Point)

Expected construction period: 2 Years

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

Answer: Within the range of Proposed sub-project there is no historical and archeological structure has been found that is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project location but earlier 7 years ago Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. The Rohingya Camp is 2 km away from the proposed road project here are some mosques, and religious institutions in the area but will not be affected anyway for the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives, Concerned LGED officials.

Section B: Social Screening

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

<p>involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers are required to work in this locality in the construction work based on FGD. Approximately 60 skilled and unskilled workforces are expected to be required for the construction work. Among them 20 will be skilled and 40 will be unskilled workforces. As construction work will be done out site of the camp area, unskilled workforces will get priority as labor and some skilled workforces may be hire from different places of the country.</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, it has revealed that most of the unskilled workforces are available in the locality but implementing contractors need to hire some skilled workforces 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: If the skill level of the local work force does not match the needs Unskilled labor is available in this area; So, they can be serve the purpose of skill labor by getting skill training by the contractor within a reasonable 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 inside the construction site. But maximum skilled labor coming from outside of the project site, need to have a temporary shed for accommodation. The size of workers shed in the camp will depend on the number of outside laborers.</p>
<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: The size of local population in the project area is near about 600 both male and female.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The size of host and Rohingya community is 5000 in the proposed Road project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</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 and frequent always.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise, heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site

	which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. There may be arise some conflict between local workforces and out siders The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers presence may be 2years.</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 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.				

<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"> • 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 conducted several consultations with the potential affected community and people. During site selection 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 consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Voter of the people can cast their vote due to improved communication system. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. . • 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 constructed at a time. • All connecting road and culvert within the catchment area of bridge need to construct above flood level standard.

Annex-13: 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	HBB/RCC/BC roads will be constructed on existing government alignment under Ukhiya Upazila in Cox’s Bazar.					
2: Pre-construction 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 constructed 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 Rohingya labours and outside labours.• During construction work, social safeguard compliance will be maintained properly by the contractor.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Labor wages payroll✓ Interview with labour✓ Frequent visit by D&SC and PIU personnel✓ Copy of code of conduct	Weekly basis
	Site Selection & implementing interventions: Human-elephant	No adverse impact may be generated	<ul style="list-style-type: none">• Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Check sub-project Map✓ Checking IUCN report✓ Documents check and an Interview of Elephants response	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	conflict				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 taking 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 Rohingya 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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED. Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific instructions will be in the TMP such as where the parking lot will be established and how it will be managed. Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general purpose traffic. Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. 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. 	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 ✓ Physical visit of divert roads ✓ Traffic sign both bangla and Rohingya language 	Monthly basis
	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 	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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			routes.			
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 construction 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	Construction 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

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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			<p>walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting.</p> <ul style="list-style-type: none"> ✓ 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. 		<p>site post, signboard, Walkway, road direction, festoon containing precautionary measures</p> <ul style="list-style-type: none"> ✓ List of Personnel equipment materials ✓ Training document checking ✓ Contractor will be ensured to PMO whether they have recruited SSO & validation of documents. 	
	Traffic Accidents	Low impact may be generated during construction even some times after construction	<ul style="list-style-type: none"> ✓ Clear road markings ✓ Road design to ensure traffic speed is not hazardous given slopes and bends ✓ Recording and reporting of accident incidents to local police station ✓ Annual reporting of accident figures to PSC 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ No. of accident took place ✓ Marking and signage of road ✓ Record of police station and PSC ✓ Newspaper 	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
4: Operational Phase	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	Low impact may be generated during construction even some times after construction	<ul style="list-style-type: none"> ✓ 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-14: At a Glance Public Consultation of 10 sub-project

1. Project Stakeholders:

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

2. Methodology:

Adoption of appropriate methodology plays a very crucial role to prepare the social screening of sub-projects. Participatory process has been followed to conduct social screening. Participatory public consultation has been conducted at each and every sub-project level with the participation of community people, teachers, local elites, CSO members, and local elected representatives. There are some PRA tools that are used for collecting data such as; FGD, key informant interviews, social screening form (SSF). In public consultation meetings that are held at sub-projects level, project beneficiaries and stakeholders have been properly informed about project related information. In addition, effective mitigation measures have also been reflected in SMP in **Annex-26**.

3. Issues Raised by the Participants:

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

- ✓ At the time of construction, pedestrians may face difficulties to construction works, which need to be adequately addressed.
- ✓ Temporary fencing, barriers, barricade, detours and traffic sign will be given in appropriate places.
- ✓ Alternative pathways need to be constructed for smooth movement of the people.
- ✓ Local people shall get adequate attention from the contractor and project authority.
- ✓ Quality of construction work shall be properly ensured.
- ✓ Security guards will be appointed from the local workforces.
- ✓ During construction, vulnerable section shall be given due importance.
- ✓ Local labor shall get priority in construction 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
- ✓ Traffic will be generated, which will increase the economic value of the road as against the investment cost. Employment opportunity will be increased
- ✓ Security of the communities will be improved as they will have improved access to institutions.
- ✓ Peasants and producers of the catchment area will get fair price of their commodities due road construction.
- ✓ Transportation system will be easier, which will save the time and effort of community

people

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

5. Conclusion:

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

Annex-15: Photographs of Consultation Meeting with Stakeholders:

	
Court Bazar Holudia to Patabari Khoyachari Road	Jummapara villagers para Road
	
Shailerdeva to Chakbaita Road	Kutupalong Barua para Road
	
Uttar Pukuria Road	Kutupalong Uttarpara Road



Kutupalong Peaokpara Road



Jamtali T & T Tower to Ajukhaiya Primary School Road



Paglirbill–Patabari Road



Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road

4.2.1: Photographs of 10 Sub Project's Present Condition under Package No-19, EMCRP, LGED



Court Bazar Holudia to Patabari Khoyachari Road



Jummapara villagers para Road



Shailerdeva to Chakbaita Road



Kutupalong Barua para Road



Uttar Pukuria Road



Kutupalong uttarpara Road



Kutupalong Peaokpara Road



Jamtali T & T Tower to Ajukhaiya Primary School Road



Paglirbill–Patabari Road



Patabari Kayang to Hatimura connecting (Dr. Kabir Ahamed) Road

67

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

Time: 11:45 AM.....

Date: 24/01/2020

**COMMUNICATION AND PARTICIPATION PROGRAMME
FOCUS GROUP DISCUSSION**

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

কনফারেন্স হল: কুমিল্লা জিলায় শালা বোর্ড
১৪ বিলাস রোড কুমিল্লা জেলায় বোর্ড

ফ্যাবিকম: কুমিল্লা জিলায়
ফোন: ১১১
ইমেইল: ১১১
১১১ কুমিল্লা জিলায়

আমন্ত্রণকারীরা হলেন: (নাম ও পদ)

ক্রমিক ক	নাম	বয়স	পেশা	জাতীয়তা	পদ
০১	মোঃ জাহিদ আমিন	৪৮	১১	কুমিল্লা জিলায়	১১১
০২	মোঃ আব্দুল মালেক	৪১	১১	১১	আব্দুল মালেক
০৩	মোঃ কবির আমিন	৩৮	১১	১১	কবির আমিন
০৪	মোঃ আব্দুল হাকিম	৩৮	১১	১১	আব্দুল হাকিম
০৫	মোঃ আব্দুল হাকিম	৩৮	১১	১১	আব্দুল হাকিম
০৬	মোঃ মাকসুদ	২০	১১	১১	মাকসুদ
০৭	মোঃ হুমায়ুন হক	২০	১১	১১	হুমায়ুন হক
০৮	মোঃ হুমায়ুন হক	২০	১১	১১	হুমায়ুন হক
০৯	মোঃ মাকসুদ হুমায়ুন	২০	১১	১১	মাকসুদ হুমায়ুন
১০	মোঃ মাকসুদ	২৮	১১	১১	মাকসুদ
১১	মোঃ নূর আমিন	৪৩	১১	১১	নূর আমিন
১২	মোঃ আব্দুল মালেক	৬২	১১	১১	আব্দুল মালেক
১৩	মোঃ আব্দুল মালেক	৬৩	১১	১১	আব্দুল মালেক
১৪	মোঃ আব্দুল মালেক	৬৮	১১	১১	আব্দুল মালেক
১৫	মোঃ আমিন	২৮	১১	১১	আমিন
১৬	মোঃ আমিন আমিন	৬৫	১১	১১	আমিন
১৭	মোঃ হুমায়ুন হক	৬০	১১	১১	হুমায়ুন হক
১৮	মোঃ কামরুল	৩৮	১১	১১	কামরুল
১৯	মোঃ আমিন	৩৮	১১	১১	আমিন
২০	মোঃ আমিন	৩৮	১১	১১	আমিন

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

Time: 12:31 PM.....

Date: 29/01/2020

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

ইমার্জেন্সি মান্দি সেটর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোজেক্ট (ই এম সি আর পি)

একতর দায় চাওর ডায় চাওর চাকরাস (কালদা) টোল
এর বিলম্বের দায় চাকরাস চাকরাস চাকরাস চাকরাস

ইমার্জেন্সি
কালদা
চাকরাস
চাকরাস
চাকরাস

আপনার নাম (পরিচয় ও বয়স)

ক্রমিক নং	নাম	বয়স	পুরুষ/মহিলা	জাতি	বাস
০১	মাস্টার মাস্টার মাস্টার	৪০	পুরুষ	অসমিয়া	মাস্টার
০২	" চাকরাস চাকরাস	২০	"	"	মাস্টার
০৩	" চাকরাস চাকরাস	২৬	"	"	মাস্টার
০৪	" চাকরাস	৪২	"	"	মাস্টার
০৫	" চাকরাস চাকরাস	৬৪	"	"	মাস্টার
০৬	" চাকরাস	১৭	"	"	মাস্টার
০৭	" চাকরাস চাকরাস	৩২	"	"	মাস্টার
০৮	" চাকরাস চাকরাস	৪৫	"	"	মাস্টার
০৯	" চাকরাস চাকরাস	৫২	"	"	মাস্টার
১০	" চাকরাস চাকরাস	৬০	"	"	মাস্টার
১১	" চাকরাস চাকরাস	৬৫	"	"	মাস্টার
১২	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৩	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৪	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৫	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৬	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৭	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৮	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
১৯	" চাকরাস চাকরাস	৭০	"	"	মাস্টার
২০	" চাকরাস চাকরাস	৭০	"	"	মাস্টার

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অন্যদিকে ভিত্তিতে রোহিঙ্গা সংকেট মোকাবেলার মাশি সেটির একক

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

ESCAP GROUP DISCUSSION

Wed: 12:20 PM

दिनांक: 27/01/2023

[illegible]W12 Kutuplung Sampanan Road.

सदर विनियोग रूप: $\frac{2\pi i}{\sqrt{3}} \left(\frac{1}{\sqrt{3}} - \frac{1}{\sqrt{3}} \right) \left(\frac{1}{\sqrt{3}} - \frac{1}{\sqrt{3}} \right)$

Station: Rajapetang

अर्थ : २

संख्या : 0464/90

Keywords: *U.S. Army*, *U.S. Marine Corps*

INDEX

ଆନୁଷ୍ଠାନିକାବଳୀରେ ଉପସ୍ଥିତ (ମହିଳାଙ୍କ ଓ ପୁରୁଷଙ୍କ) ।

[illegible]

স্বতন্ত্রী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাশিট পৌরসভার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময়: 12:56 AM

তারিখ: 26/01/20

উপস্থাপনা/অধ্যক্ষের দপ্তর: ৬১২ Ullan Sukumly Road

সহ পরিচালক: ১২৭ গুলি, কাটাওয়াড রোড

ইউনিট: ১১০৮১০

ওয়ার্ড নং: ০২ ডাকনাম: Ullan

উপস্থাপনা: Ullan

জেলা: কক্সবাজার

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স):

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর/সিগনেচার
০১	মহিলা	২৫	পুরুষ	উত্তর গুলি	স্বাক্ষর
০২	মহিলা উল্লান	২৬	মহিলা	উত্তর গুলি	মহিলা
০৩	মহিলা গুলি	৩০	ম	ম	SMEL
০৪	মহিলা: মাহমুদ	৩৫	ম	ম	মহিলা: মাহমুদ
০৫	মহিলা: মাহমুদ	৩৮	ম	ম	মহিলা: মাহমুদ
০৬	মহিলা: মাহমুদ	৩৯	ম	ম	মহিলা: মাহমুদ
০৭	মহিলা: মাহমুদ	২৮	ম	ম	মহিলা: মাহমুদ
০৮	মহিলা: মাহমুদ	২৫	ম	ম	মহিলা: মাহমুদ
০৯	মহিলা: মাহমুদ	২৬	ম	ম	মহিলা: মাহমুদ
১০	মহিলা: মাহমুদ	৩২	ম	ম	মহিলা: মাহমুদ
১১	মহিলা: মাহমুদ	৩৬	ম	ম	মহিলা: মাহমুদ
১২	মহিলা: মাহমুদ	২০	ম	ম	মহিলা: মাহমুদ
১৩	মহিলা: মাহমুদ	২৩	ম	ম	মহিলা: মাহমুদ
১৪	মহিলা: মাহমুদ	২৫	ম	ম	মহিলা: মাহমুদ
১৫	মহিলা: মাহমুদ	২৫	ম	ম	মহিলা: মাহমুদ
১৬	মহিলা: মাহমুদ	৩৫	ম	ম	মহিলা: মাহমুদ
১৭	মহিলা: মাহমুদ	৩০	ম	ম	মহিলা: মাহমুদ

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মানিট সেল্লিং প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময়: ১:৩০ পিএম

তারিখ: ২৭.০২.২০

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: - ৩: মাঠ (কুষ্টিয়া) কার্ভার

সহ নির্দেশক: ৩: মাঠ/কুষ্টিয়া

ইউনিট: কুষ্টিয়া জেলা - ৩: মাঠ - ৩: মাঠ - ৩: মাঠ - ৩: মাঠ - ৩: মাঠ

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স):

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	বাস	বাস / উপগ্রাম
১.	ইমরুল হুদা	৫৬	✓	কুষ্টিয়া	বৈষ্ণব
২.	হেলাল উদ্দিন	২৭	✓	কুষ্টিয়া	বৈষ্ণব
৩.	আঃ কামার	৩৫	✓	কুষ্টিয়া	বৈষ্ণব
৪.	আঃ কামার (মহিলা)	৫৫	✓	কুষ্টিয়া	বৈষ্ণব
৫.	আঃ মাহমুদ বিয়া	৫০	✓	কুষ্টিয়া	বৈষ্ণব
৬.	আঃ মাহমুদ	৩০	✓	কুষ্টিয়া	বৈষ্ণব
৭.	মহিলা (মহিলা)	২৩	✓	কুষ্টিয়া	বৈষ্ণব
৮.	মহিলা (মহিলা)	১৭	✓	কুষ্টিয়া	বৈষ্ণব
৯.	মহিলা (মহিলা)	১৩	✓	কুষ্টিয়া	বৈষ্ণব
১০.	মহিলা (মহিলা)	১৪	✓	কুষ্টিয়া	বৈষ্ণব

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

Time: ১২.৪৫ PM

Date: ২১/০৯/২০২০

**COMMUNICATION AND PARTICIPATION PROGRAMME
FOCUS GROUP DISCUSSION**

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

ফোকাস গ্রুপ নাম: **প্রিয়ানন্দ শিক্তিকলাহা ফোকাস গ্রুপ**
ফক বিল্ডিংয়ের নাম: **প্রিয়ানন্দ**

ইমার্জেন্সি রেসপন্স প্রোগ্রাম
আলফা ওড়িয়া
উপজেলা: উড়িয়া
জেলা: কক্সবাজার

অংশগ্রহণকারীদের তালিকা (পুরুষ ও মহিলা)

ক্রমিক সং.	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	বাসস্থান
১)	জোহর জোহর	৪০	মহিলা	হাফিজ পাড়া	(৬৬২৭১)
২)	রফিক জোহর	২০	"	"	শেখান
৩)	সাদীয়া বানু	৩৪	পুরুষ	"	সাদীয়া
৪)	মুহাম্মদ হুসাইন	৫০	"	"	মুহাম্মদ হুসাইন
৫)	মুহাম্মদ হোসেন জাহান	২০	পুরুষ	"	মুহাম্মদ হোসেন
৬)	নিহারুজ্জামান	২০	"	"	নিহারুজ্জামান
৭)	নেতিন জাহান	৩০	"	"	নেতিন জাহান
৮)	কাবানা বানু	৪৫	"	"	কাবানা
৯)	মাহি	৩৫	"	"	মাহি
১০)	রুমজিও বানু	৪২	"	"	রুমজিও
১১)	রুমজিও বানু	৬৮	"	নিহারুজ্জামান	রুমজিও বানু
১২)	রুমজিও বানু	৫২	"	"	রুমজিও
১৩)	নিহারুজ্জামান	৩০	পুরুষ	মুহাম্মদ হুসাইন	নিহারুজ্জামান
১৪)	রুমজিও বানু	৪০	"	"	রুমজিও
১৫)	মুহাম্মদ হুসাইন	৪৭	"	"	মুহাম্মদ হুসাইন
১৬)	দিপন জাহান	২৬	পুরুষ	মুহাম্মদ হুসাইন	দিপন জাহান
১৭)	মুহাম্মদ হুসাইন	৬৫	"	"	মুহাম্মদ হুসাইন
১৮)					

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অসহীতি ভিত্তিক রোহিঙ্গা সংকট মোকাবেলায় মানসিক সেবার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

তারিখ: ০৭:১২ PM

তারিখ: 26/01/2020

উপস্থাপনাকারীর নাম: Jangeli (TST Thana to Ajikhalia primary school road)

কোড নং: Jangeli Station

ইউনিট: Rajapally

ওয়ার্ড নং: ১৫৫

জামাল: Ukhin

উপজেলা: Ukhin

জেলা: ককচারা

আয়োজনকারীর ব্যক্তি (পরিচয় ও স্বাক্ষর):

ক্র.সং.	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর/টিনাই
১.	মনিমুন্নাহর হুসেইন	৬২	পুরুষ	মিকমাংগি	টিনাই
২.	আলী হুসেইন	৬০	ম	মজিনাংগি	টিনাই
৩.	আবদুল আজিজ	৪৭	ম	দাংপুই	টিনাই
৪.	মিকমাংগি	৬০	ম	দাংপুই	টিনাই
৫.	মিকমাংগি	৪০	ম	মিকমাংগি	টিনাই
৬.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
৭.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
৮.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
৯.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১০.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১১.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১২.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৩.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৪.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৫.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৬.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৭.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৮.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
১৯.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই
২০.	আবদুল আজিজ	৬০	ম	দাংপুই	টিনাই

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

Time: ০৭:০০pm.....

Date: 26/04/2020

**COMMUNICATION AND PARTICIPATION PROGRAMME
FOCUS GROUP DISCUSSION**

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

আয়োজন করে: সাদাম সাদিক রহমান - প্রকল্প পরিচালক
আয়োজন করে: এ.আ.এ. সাদেক

স্থান: ইকুইটি সেন্টার
তারিখ: ২৬/০৪/২০
সময়: ০৭:০০
অন্য: কক্সবাজার

অংশগ্রহণকারীদের তালিকা (পরিচয় ও বয়স)

ক্রমিক সং.	নাম	বয়স	লিঙ্গ	পেশা	স্বাক্ষর
১	মুহাম্মদ ইদ্রিস আলী	৬০	পুরুষ	সড়ক চালক	
২	মুহাম্মদ ইদ্রিস আলী	৩৩	হ	হ	
৩	মো: মোহাম্মদ আলী	৪০	হ	নাম বর্ণনা	
৪	জামিল হোসেন	৪০	হ	কোচ	
৫	মো: মিয়া মোজাম্মদ	৫০	হ	চাকর	
৬	মো: মনিরুল ইসলাম	৪০	হ	হ	
৭	মো: হাদিস আলী	২২	হ	হ	
৮	মো: আব্দুল হাকিম	৩০	হ	হ	
৯	মো: নূর আলী	২৭	হ	হ	
১০	মো: আব্দুল হাকিম	২৩	হ	হ	
১১	মো: আব্দুল হাকিম	২৩	হ	হ	
১২	মো: আব্দুল হাকিম	৫০	হ	হ	
১৩	মো: আব্দুল হাকিম	৪৫	হ	হ	
১৪	মো: আব্দুল হাকিম	৬৫	হ	হ	
১৫	মো: আব্দুল হাকিম	৬৫	হ	হ	
১৬	মো: আব্দুল হাকিম	৫৫	হ	হ	
১৭	মো: আব্দুল হাকিম	২৫	হ	হ	
১৮	মো: আব্দুল হাকিম	৩৫	হ	হ	
১৯	মো: আব্দুল হাকিম	৪৫	হ	হ	
২০	মো: আব্দুল হাকিম	৫৫	হ	হ	
২১	মো: আব্দুল হাকিম	৫৫	হ	হ	

Emergency Multi-Sector Emergency Response Project (EMERP)
Public Consultation Participants List

Time: 5:30 pm.

Date: 28.01.20

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

ইমার্জেন্সি মান্দি সেটর চাহিদা কমেইসন জেলপম প্রোগ্রামেট (ই এম সি আর পি)

EMERP (সাক্ষরতা কোর্স-ইলেকট্রনিক্স কোর্স)
জি.জি.জি. জেলা প্রশাসন (কোর্স)
জি.জি.জি. জেলা প্রশাসন (কোর্স)

ইমার্জেন্সি
জেলপম
ইলেকট্রনিক্স
কোর্স
জি.জি.জি. জেলা প্রশাসন

আমন্ত্রণকারীরা হাজির (নাম ও বয়স)

ক্রমিক সং.	নাম	বয়স	পূরণ	স্বাক্ষর	স্বাক্ষর
১	আবুল কালাম আজাদ	২০	✓	আবুল কালাম	আবুল কালাম
২	মুখতারুল হক	২৪	✓	আবুল কালাম	আবুল কালাম
৩	শেখর হামজা	৩০	✓	আবুল কালাম	আবুল কালাম
৪	মোঃ ইব্রাহিম খান	২৪	✓	আবুল কালাম	আবুল কালাম
৫	আবুল গাফুর	৬৫	✓	আবুল কালাম	আবুল কালাম
৬	মোঃ বাবুল	২২	✓	আবুল কালাম	আবুল কালাম
৭	মোঃ হামজা	৪০	✓	আবুল কালাম	আবুল কালাম
৮	আবুল কালাম	৭০	✓	আবুল কালাম	আবুল কালাম
৯	আবুল কালাম	৩৫	✓	আবুল কালাম	আবুল কালাম
১০	আবুল কালাম	৫২	✓	আবুল কালাম	আবুল কালাম
১১	আবুল কালাম	৪০	✓	আবুল কালাম	আবুল কালাম
১২	আবুল কালাম	২০	✓	আবুল কালাম	আবুল কালাম
১৩	আবুল কালাম	৬৫	✓	আবুল কালাম	আবুল কালাম
১৪	আবুল কালাম	৬০	✓	আবুল কালাম	আবুল কালাম
১৫	আবুল কালাম	২৩	✓	আবুল কালাম	আবুল কালাম
১৬	আবুল কালাম	৪০	✓	আবুল কালাম	আবুল কালাম
১৭	আবুল কালাম	২৪	✓	আবুল কালাম	আবুল কালাম
১৮	আবুল কালাম	৬০	✓	আবুল কালাম	আবুল কালাম
১৯	আবুল কালাম	৬৫	✓	আবুল কালাম	আবুল কালাম
২০	আবুল কালাম	২৫	✓	আবুল কালাম	আবুল কালাম

Annex-26: Social Management Plan (SMP)

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 constructed on existing alignment which entirely Government land. Local community has agreed to provide space beside the road keep the construction materials during construction work. No Households will be affected by the intervention of sub-projects. If any grievance from the neighboring household arises, we will consult on emergency basis in order to solve the problem by project GRC. 	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 worker would be required. Due to government limitation, Rohingya community is entitle to work within host area as per credit system payment because of restriction to buy daily necessary items. Code of conduct required for the Rohingya labours and outside labours. 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
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 	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	ensured their membership as a member of GRC.			
Loss of right to access	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Site Selection & implementing interventions: Human-elephant conflict	<ul style="list-style-type: none"> Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area. Elephant Human conflict need to be avoided. A consultation will be made with Forest department and Border Guard Bangladesh during site selection In some cases protection wall need to construct for strengthening the road. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Site Preparation: Soil Erosion; Alteration of natural drainage	<ul style="list-style-type: none"> Construction facilities including material are to be placed at least 30 meters away from any water body in order to minimize impacts on water bodies and natural flow paths. Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided. Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall taking 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"> Unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured. 	Construction stage	Construction Contractor	

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<ul style="list-style-type: none"> • Health and safety training to the labors • All the host labors to wear ID cards • Child labors are not allowed for any form of activities • Site(s) shall be secured by fencing and manned at entry points 			
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 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 major junctions. • Road diversions and closures to be informed well in advance to the local community. • The vehicular movement to be controlled near sensitive locations. • Schools, colleges, hospitals and DRP hosts identified along 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	designated vehicular transportation routes.			
Temporary partition between construction places and neighboring HHs and other important junctions	<ul style="list-style-type: none"> Contractor will make sure the temporary divider/partition between construction area and the locality under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people are not hampered. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant) 	Construction stage	Construction Contractor	Social & Environmental Specialist and D&SC
Safety during construction of the 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
Conflicts with existing users due to the scarcity of resource base.	<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 have been taken. If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up bore wells. Local community must be consulted before start any construction 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	works.			
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. Treated water will be made available at site for labour drinking purpose. Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD. 	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Health & Safety Risks	<ul style="list-style-type: none"> Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis. All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas. Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the 	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>potential fire.</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 different locations within the site, 			

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<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 road markings Road design to ensure traffic speed is not hazardous given slopes and bends Recording and reporting of accident incidents to local police station Annual reporting of accident figures to PSC 	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability. 	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area Important places and institutions will be well connected People will enjoy improved connection to local schools, colleges, and other educational institutions. 	Operation & Maintenance	Local Government institution	Union Parishad

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
<p>Health & safety risks to workers & Local community/ DRPs</p> <ul style="list-style-type: none"> • Pollution from waste materials • Health & Safety risks to workers and local community/DRPs 	<ul style="list-style-type: none"> • The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase. 	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D & SC	LGED and Upazila Parishad