

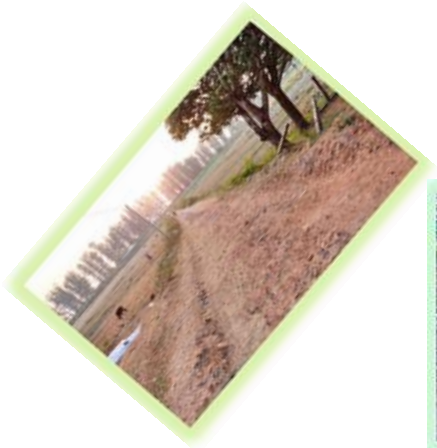


# Government of The People's Republic of Bangladesh

Ministry of Local Government, Rural Development and Co-operatives

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Local Government Engineering Department (LGED)



## Report on Outcomes of Social Screening on Proposed Road Improvement Under the Package: EMCRP/W24 (Included 6 Sub Projects)

Funded by:



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



**Development Design Consultants Ltd.**

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## Abbreviations

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

## 1. Background of the project:

The Local Government Engineering department (LGED) under the Ministry of Local Government, Rural Development and Cooperatives (MoLGRD&C) is one of the government agencies to implement Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) financed by World Bank. This Project (EMCRP) has been designed in order to reduce the vulnerability of forcibly Displaced Rohingya People (DRP) along with the people of host communities in Ukhiya and Teknaf Upazila under Cox's Bazar district. The main target of the project is to enhance and ensure existing disaster resilience systems and social service delivery for the DRP and host communities. This project will follow a sustainable development pathway that is resilient to disaster and climate change effects. As per revised DPP there are twenty-six (26) work packages have been selected for improving different construction activities, among them fourteen are road packages. These screening reports are being prepared for road package-EMCRP/W-24 comprising 6 sub projects within the host community following the guidelines of ESMF and RPF (details list of sub projects are mentioned below –SL#2).

The package W-24 have 7 sub packages, but one sub packages W-24 (03) has been omitted because, the road is being improving by the government funded project. Existing different categories of BC, BFS, Earthen & RCC roads are under this package in poor conditions. During disaster and rainy season local peoples are unable to use the roads due to muddy and potholes. Even vehicles could not ply along the road easily and is facing risk & difficulty, so existing road need to be improved. However, LGED & D&SC team has been conducted a social screening survey and results are indicates that no trees, structures, community properties or any other assets will be affected by sub-project. It is also necessary to mentioned that, all the proposed roads will be improved along the existing alignment with average 4.9-meter width including 0.6 meter both side slopes within government land. So, Land acquisition and population displacement/relocation shall not be needed to implement these sub projects. Even no voluntary land donation also is required. LGED & D&SC team has conducted screening all the sub-projects under package W-24 following the guidelines of ESMF and RPF.

## 2. Location of Sub-Projects

Name of District	Name of Upazila	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Average Crest/Top width 3.7 meters & both side slope 0.6 meter)				Within the DRP (Meter)	Within the Host Communities (Meter)	Existing condition of the proposed roads
					Left slope (M)	Crest/Top of width (M)	Right slope (M)	Total width of road (M)			
Cox's Bazar	Ukhiya	W.24 (24.01)	Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch.1440m. Road ID: 422945084	960	0.6	3.7	0.6	4.9	-	960	Existing Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS) road will be improved.
		W.24 (24.02)	Improvement of Chakmapara - Monkhal bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m. Road ID: 422944047	3490	0.6	3.7	0.6	4.9	-	3490	Broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB) and Earthen will be improved.
		W.24 (24.04)	Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m. Road ID: 422945089	180	0.6	3.7	0.6	4.9	-	180	Existing Broken Brick Flat Soiling (BFS) & Earthen.

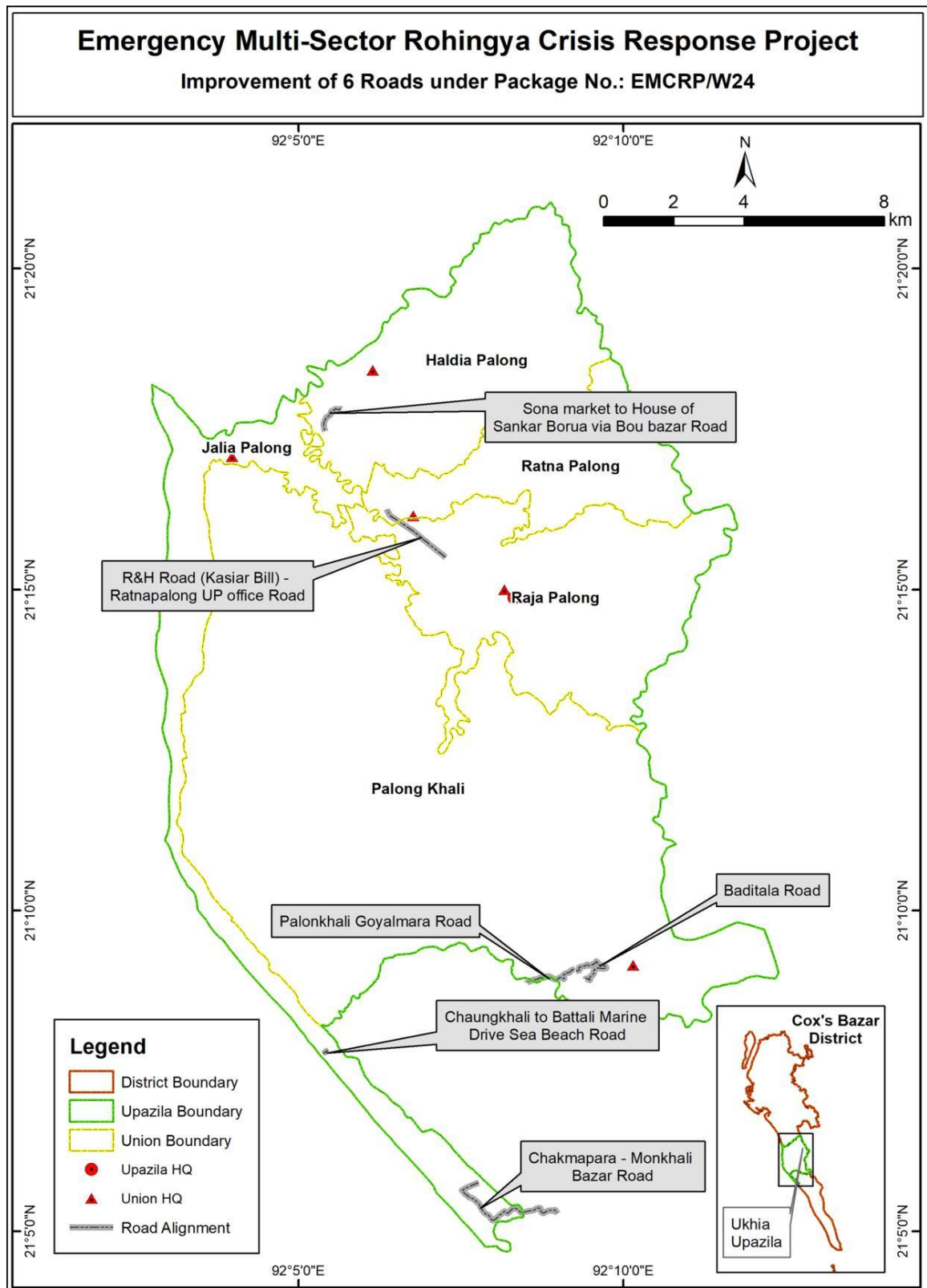
		W.24 (24.05)	Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m. Road ID: 422944089	3280	0.6	3.7	0.6	4.9	-	3280	Existing Broken Herring-Bone Bond (HBB) & Broken Brick Flat Soiling (BFS)
		W.24 (24.06)	Improvement of Palonkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m. Road ID: 422945097	1560	0.6	3.7	0.6	4.9	-	1560	Existing Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improved.
		W.24 (24.07)	Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m. Road ID: 422945102	1675	0.6	3.7	0.6	4.9	-	1675	Existing Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improved.

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

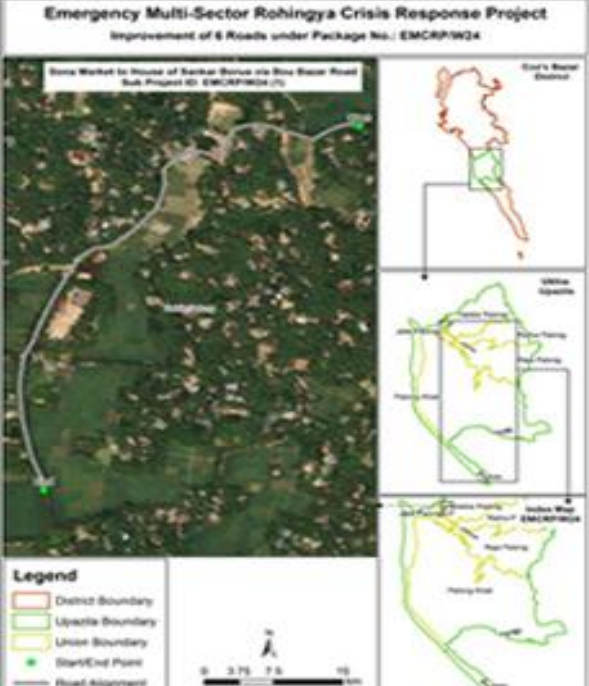
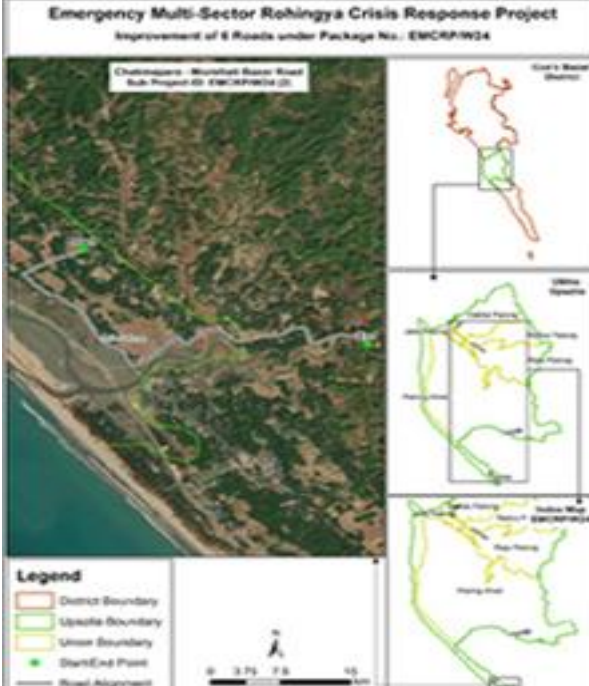

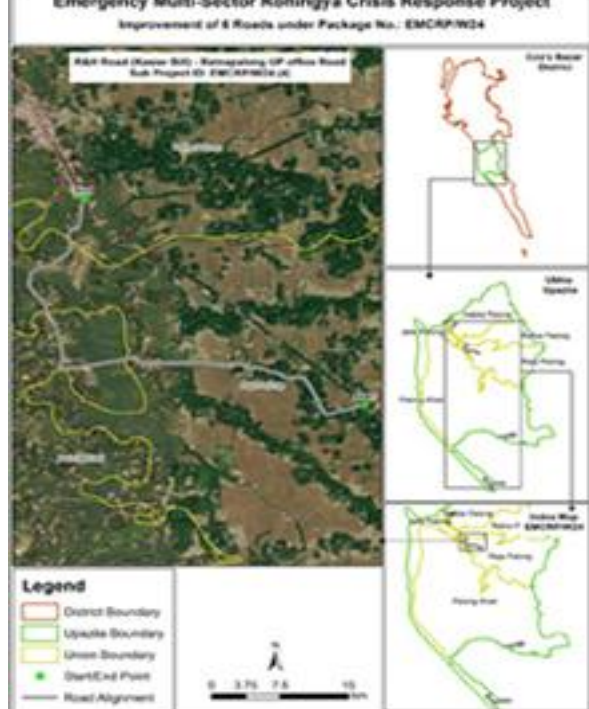
### 3. Map of Cox's Bazar District with Project Location

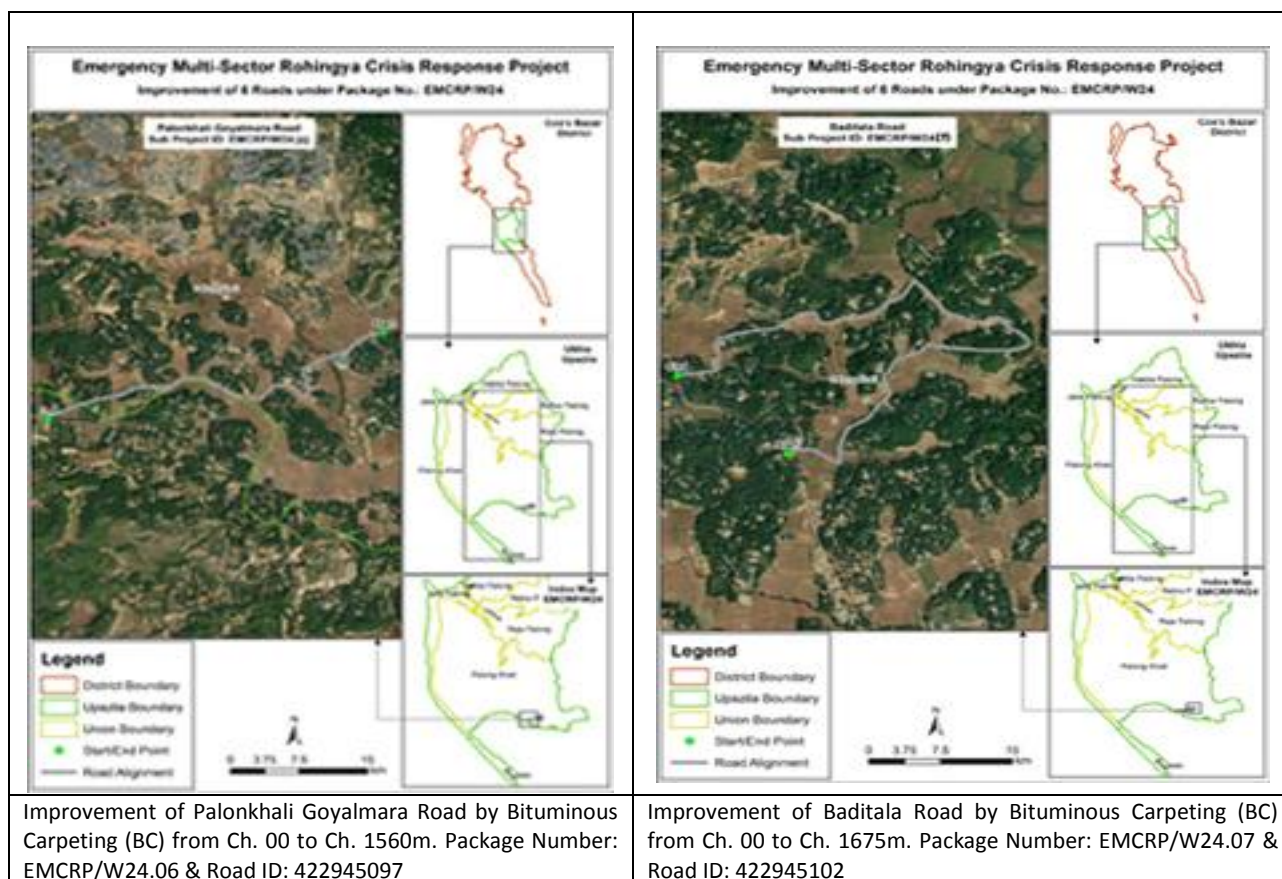


#### 4. Map of Sub-Project Location





 <p><b>Emergency Multi-Sector Rohingya Crisis Response Project</b> Improvement of 6 Roads under Package No.: EMCRP/W24</p> <p>Sona Market to H/O Sankar Borua via Bou Bazar Road Sub-Project ID: EMCRP/W24.01</p> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>District Boundary</li> <li>Upazila Boundary</li> <li>Union Boundary</li> <li>Start/End Point</li> <li>Road Alignment</li> </ul> <p>Scale: 0 3.75 7.5 15 km</p>	 <p><b>Emergency Multi-Sector Rohingya Crisis Response Project</b> Improvement of 6 Roads under Package No.: EMCRP/W24</p> <p>Chakmapara - Monkhal Bazar Road Sub-Project ID: EMCRP/W24.02</p> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>District Boundary</li> <li>Upazila Boundary</li> <li>Union Boundary</li> <li>Start/End Point</li> <li>Road Alignment</li> </ul> <p>Scale: 0 3.75 7.5 15 km</p>
<p>Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m. Package Number: EMCRP/W24.01 &amp; Road ID: 422945084</p>	<p>Improvement of Chakmapara - Monkhal bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m. Package Number: EMCRP/W24.02 &amp; Road ID: 422944047</p>
 <p><b>Emergency Multi-Sector Rohingya Crisis Response Project</b> Improvement of 6 Roads under Package No.: EMCRP/W24</p> <p>Chaungkhali to Battali Marine Drive Sea Beach Road Sub-Project ID: EMCRP/W24.04</p> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>District Boundary</li> <li>Upazila Boundary</li> <li>Union Boundary</li> <li>Start/End Point</li> <li>Road Alignment</li> </ul> <p>Scale: 0 3.75 7.5 15 km</p>	 <p><b>Emergency Multi-Sector Rohingya Crisis Response Project</b> Improvement of 6 Roads under Package No.: EMCRP/W24</p> <p>R&amp;H Road (Kasir Bill) - Ratnapalong UP office Road Sub-Project ID: EMCRP/W24.05</p> <p><b>Legend</b></p> <ul style="list-style-type: none"> <li>District Boundary</li> <li>Upazila Boundary</li> <li>Union Boundary</li> <li>Start/End Point</li> <li>Road Alignment</li> </ul> <p>Scale: 0 3.75 7.5 15 km</p>
<p>Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m. Package Number: EMCRP/W24.04 &amp; Road ID: 422945089</p>	<p>Improvement of R&amp;H Road (Kasir Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m. Package Number: EMCRP/W24.05 &amp; Road ID: 422944089</p>



## 5. Methodology:

A team consisting of social and environment Specialists of PMU and a design & supervision consultant visited the sub-projects of package-EMCRP/W-24 and conducted focus group discussion (FGD) with relevant stakeholders and participated in formal and informal interactions with the local Communities. The Field level Environmental Specialist of Projects Management Unit (PMU) provided necessary technical assistance to conducted the as team member. A structured questionnaire was used to obtain necessary primary data relating to population, household, land acquisition requirement, land ownership, losses of land, assets and other factors. Further information was gathered through interviews of key informants and most importantly stakeholder consultation meetings through a FGD approach to capture the communities' opinion and feedback about the sub-projects.

## 6. Summary of Key Findings:

### 6.1 Summary impacts:

Proposed sub project will be improved on existing vacant alignment, it's a government land and no land acquisitions are required for the proposed road improvement. Screening of the sites also confirms that road constructions will not affect any structures, Community properties or any other assets. Existing different categories of roads such as BC, BFS, Earthen and RCC have average 4.9 -meter width including 0.6 meter both side slops. So, no additional land will require. Social Screening surveys confirmed that no trees require cut off or no structures of CRP will be affected.

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

Even though, we are anticipating and conscious about the possible impact may be occurred during and after improvement. Obviously, LGED will take necessary steps as against the impact and will be resolved created public issues with the community. The potential impacts are as follows;

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

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

Overall, the sub-project impact will be positive.

## **6.2 Existing Condition of the Proposed Roads:**

The sub project does not have any land acquisition or population displacement, only the existing roads will be improved. As these roads are situated and being constructed within the host communities, Union Parishad Chairmen, local communities are consulted by several meeting which are reflected in consultation out comes in table-2.

EMCRP/W-24 comprising 6 (six) sub projects within the host community of Ukhiya Upazila under Cox's Bazar district and present condition of these roads are various categories such as earthen/BFS/RCC/BC which are in poor conditions. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use some portion of the roads due to muddy and potholes. Even vehicles could not ply along the road easily. The community expressed that if roads are being developed then it will be generated tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment areas people. Peoples will get easy communication access to health, other government and institutional facility by using these roads. Particularly, easy movement for the vulnerable sections of the community will ensure as such; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the roads alignments are found empty. Structures, trees, Community properties or any other assets will not be affected by the sub-projects. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

## **6.3 Condition of Existing Road:**

Existing condition of proposed sub projects are poor BC, poor HBB, poor BFS and earthen (kutcha). Due to muddy and potholes through the roads is currently unusable at the time even during rainy season. Local community and users have informed the survey teams that, in rainy season/foggy condition/dry season many accidental incidents have been occurred; especially sick and pregnant women are facing difficulty to move along the roads. Details are in Annex-3-8.

## **6.4 Users Opinion:**

In view of consultation with road users and community it has revealed that, after improvement of these proposed roads the transportation system's efficiency will increased at servings travel and fulfill access

related needs goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and will be reduced drop out of school going students and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights.

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

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

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

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

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

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

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

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

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

All the proposed roads will be connected with the nearby existing BC road. The main improvement target of the roads are to improve the communication system of rural peoples, so the people of respective territories can move easily from one place to another that will ultimately contribute to improved living standards. Through these roads, existing traffic will be increased, traffic will be diverted from other roads and new traffic will be generated, lives and livelihood of the people of catchment areas will be improved, Important places

and institutions will be well connected and student of these periphery able to get easy access, Women and elder peoples of these periphery able to get easy access, People will enjoy improved connection to local schools, colleges, , other educational institutions and peoples can travel easily to various places such as hat-Bazar, towns, mosques, temple and other important places and can save time and costs. Drop out of school going children's will be reduced due to paved road for easier movement. Land value of this periphery (surrounding area) will increase gradually. In addition, after completion of project interventions, the following facilities will add in regular life of these localities, which will contribute an incremental value in national economy as well;

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related needs goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights.
- Reduced pollution and GHG (Greenhouse gas) emissions
- Well connectivity with the existing road network will ensure.
- 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 and Poverty alleviation in Bangladesh is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The Government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure road management and strengthening of social safety net by improving road network.
- 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 by creation of job scope.
- 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 the above scope, we are expecting that, the sub projects implementation will create an employment generation opportunities in terms of direct and indirect employment and it will be continue subsequently.



## 6.8. Impact Mitigation Measures:

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

In addition, the contractor shall make sure walkways are clearly marked with signage as a walkway and the walkways must be ensured with good conditions and easy movements and adequate space. See details in Annex-09.

## 7. Consultation:

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

Total 123 numbers participants were attended in the consultation meeting shown in table -1. The social safeguard team of EMCRP has conducted a stakeholder consultation meeting at Upazila Engineer office with an active participation of Upazila level government officials, local government and civil society's representative. Thirty-one (31) participants (Union Parishad Chairman & Members) and Ninety-two (92) numbers local stakeholders (Host Communities) were attended the consultation and provided valuable opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very reluctant to attend in a public consultation due to conservative minded. Category wise participants list with date, summary of consultation/FGD outcomes are mentioned below table 1, 2 & 3;

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

No.	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
1	07/12/2020	Union Parishad Chairman & members)	20	11	31
2	07/12/2020	Local Stakeholders (Host Communities)	72	20	92
Total participants			92	31	123

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

Issues	Opinion and questions	Reply from LGED
Compensation	Have any compensation provision if affected any assets by the project?	Yes, if affected any assets LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government rules and regulations (ARIPA-2017)
Vulnerable HHHs/severely affected HHHs	Have any Vulnerable HHHs/Severely affected HHHs along the alignment	If vulnerable HHHs 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 be increased, which will contribute the national economy.

Issues	Opinion and questions	Reply from LGED
Grievance redress committee	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well grievance management procedures by GRC to resolve sub project related grievances if arise. People can entries their grievances by written in a register book preserved in Upazila Engineering office.
structure	Any structure will affect?	No structures were identified within the RoW during the screening. However, if any structures are identified affected during implementation, compensation will be paid following the guidelines of RPF.
land	Except RoW any additional land will be required?	Sub project will be implemented with existing roads. So, additional will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
livelihood	Livelihood will be hampered?	As per screening surveys it has confirmed that, the livelihood will not be hampered.
CPR	Any Community properties will affect? Or if affected what sort of mitigation measures will take by LGED	Mosque, temple, historical and cultural establishments will not be affected partially or entirely for the sub-project's implementation.
Trees	Any Trees will affect?	Project will avoid cutting any trees. If trees are requiring to cut-off, compensation will be given to the owner of the trees according to the guidelines of RPF.
Business loss	Any permanent or temporary business will be affected?	During screening, there are no business is identified with the proposed RoW. However, there are few shops outside the proposed RoW. If they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for daily skill and unskilled labour.
Road safety	During construction work accident may occur, have any plan to mitigate these issues.	Yes, Road safety will be maintained strictly. Before start work contractor will arrange a safety related orientation for staff and local community.

**Table: 3: Attendance of local community Consultation as follows**

Sl. #	Name of Roads	Date of Meetings	Meeting Places	Sub project wise no of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
1	Improvement of Sona market to H/O Sankar Borua via Bou bazar Road	07/12/2020	Bou Bazar (Gurur Dan Shop), Propeiter-Shabul Dhor	14	03	17	The following issues were discussed during the consultation meeting with Community	LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team also be responsible for coordination and monitoring of the progress of all aspects.

2	Improvement of Chakmapara Monkhali bazar Road	07/12/2020	Montoli-Bottali Raster Matha (Zahurul Islam Market)	17	0	17	and Institutional stakeholder as follows; 1. Who will coordinate with construction work?	Health and safety training shall be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact.
3	Improvement of Chaungkhali to Battal Marine drive sea beach Road	07/12/2020	Chengukhali Mizanur Bahaman's shop	08	0	08	2. Who will monitor the activities? 3. Will ensure Safety issues within construction area?	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.
4	Improvement of R&H Road (Kasiar Bill) Ratnapalong UP office Road	07/12/2020	Hindu Para, Shops of Bimol	11	3	14	4. Asked about GBV or other harassments.	Also inform to participants that LGED will implement these sub projects with community participants and have scope to complain any grievances to UZ level GRC.
5	Improvement of Palonkhali Goyalmara Road	07/12/2020	Near Goyalmara Jame Mosque	09	08	17	5. Have any scopes to entry any grievances?	No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work.
6	Improvement of Baditala Road	07/12/2020	In front of Baditala Khairul Bashat Store	13	06	19	6. During construction to need additional private land for temporary basis? 7. Livelihood of local people will be hampered? 8. Have any scope for local labour? 9. Road will be Blocked during work.	No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work. Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.
<b>Total participants</b>				<b>72</b>	<b>20</b>	<b>92</b>		

**The key outputs of stakeholder consultation meeting are (See Annex-13 to 18):**

1. Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding these sub-projects' implementation.
2. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
3. If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF.
4. Availability of first-aid boxes at the proposed sub-projects site.
5. Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
6. Avoiding and minimizing adverse social impacts for the site selection, design and construction.



7. Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-projects.
8. Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
9. Ensuring social conflicts and grievance management during construction period.
10. Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)
11. Ensuring equal wage for female labor including site security and facilities.
12. Ensuring that GBV is not occurring at the working site.

## 8. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local Community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractors need to hire skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 226 Labors (skill and unskilled) may be generated per day during construction work for the 6 sub projects at least 270 active working days (see table -4 in subproject wise no of labor and total active working man days). Based on public consultations it has been reported that women's participation in construction work is very limited. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers.

Contractor's area in each site is a combination of the working area surrounding the construction site, material stacking and storing area, labour shed and the office area. Either whole or a major portion of this area shall be just at the construction site for easily handling the labor. Strict instructions have been given to all the contractors to keep their working areas and stacking areas free of garbage, debris and wastes, and free of dust for ongoing EMCRP work areas. They have been held responsible to keep all bulk construction materials such as stone chips, sand, steel etc. covered with plastic sheet.

**Table No: 4: Subproject wise no of labor and total active working days**

Package & Road ID No.	Name of Subproject	Length (Meter)	Tentative Daily labor (No)	Working Days	Total active working man days
Package Number: EMCRP/W24.01 & Road ID: 422945084	Improvement of Sona market to House of Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m. Road ID: 422945084	960	20	270	5400
Package Number: EMCRP/W24.02 & Road ID: 422944047	Improvement of Chakmapara - Monkhali bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m. Road ID: 422944047	3490	70	270	18900
Package Number: EMCRP/W24.04 & Road ID: 422945089	Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m. Road ID: 422945089	180	05	270	1350

Package Number: EMCRP/W24.05 & Road ID: 422944089	Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m. Road ID: 422944089	3280	66	270	17820
Package Number: EMCRP/W24.06 & Road ID: 422945097	Improvement of Palonkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m. Road ID: 422945097	1560	31	270	8370
Package Number: EMCRP/W24.07 & Road ID: 422945102	Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m. Road ID: 422945102	1675	34	270	9180
<b>Grand Total =</b>		<b>11145</b>	<b>226</b>		<b>61020</b>

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

Contractors will develop specific procedures or plans in a working place. So that, adequate precautions are in place to prevent or minimize an outbreak of COVID-19 and what will be done if a worker gets sick. The following precautions shall be taken by the contractors at the sites;

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

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

- Obtaining adequate supplies of medical PPE, including gowns, aprons, curtains, medical/non-medical fabric masks and respirators (N95, KN95 or FFP2); gloves (medical, and heavy duty for cleaners); eye protection (goggles or face screens); hand washing soap and sanitizer; and

effective cleaning equipment. Where relevant PPE cannot be obtained, the plan should consider viable alternatives, such as cloth masks, alcohol-based cleansers, hot water for cleaning and extra handwashing facilities, until such time as the supplies are available.

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

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





## 10. Traffic Management:

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

## 11. Monitoring System:

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

## 12. Grievance Redress:

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

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

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

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

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

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

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

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

**Fourth Level (National Level):** If a grievance remains unsolved at district level, it will be referred to the respected agencies at the national level i.e. MOLGRD&C. LGED will address the referred grievances using their existing grievances resolution protocols Safeguards focal points of relevant agencies will be responsible for facilitating the resolution process. All the meeting minutes of a particular case (level 1-level 3) must be presented before the hearing. Based on the hearing and supporting document, committee will solve the issues.

Moreover, in case of any labor related issues, labors can directly complain to the contractors and contractors are supposed to bound to solve the issues immediately by Bangladesh Labor law 2006, 2018 (amended) and labour rule 2015. Labors of host communities are also allowed to complain to GRC directly.

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

### **13. Positive impacts by the sub-project:**

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

- Host communities will be able to get access to improved channels for easy movement.
- Government support system and access will be improved through implementation of the proposed sub-projects.

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

#### 14. Social Management Plan (SMP):

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

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

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none"> <li>• No additional land will be required as road will be improved on existing alignment, which are entirely Government land.</li> <li>• The Local community has agreed to provide space beside the road keep the construction materials during construction work.</li> <li>• There is no physical asset affected by the intervention of sub-projects/roads. we expecting no grievances will be found from the neighboring in the sub projects. If we found grievance from outside of the sub project, we will consult as emergency basis in order to solve the relevant problems.</li> </ul>	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"> <li>• 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</li> </ul>	Pre-Construction stage	PIU Contractor &	Social Development Specialist, Environmental Specialist and

	<p>skilled and unskilled) at their construction work as good number of unskilled workers would be required.</p> <ul style="list-style-type: none"> <li>• Woman labor shall get priority at the time of labor recruitment.</li> <li>• During construction work social safeguard compliance will be maintained properly by the contractors. This will monitor by D&amp;SC and PIU combinedly.</li> </ul>			Gender Specialist of PIU, PSC and D&SC
Loss of Business	<ul style="list-style-type: none"> <li>• Cash compensation equivalent replacement value of structure (or part of structure) constructed by the DP.</li> </ul>	Pre-Construction stage	PIU Contractor &	Social Team and PIU
If residential Households are Affected?	Project avoided land acquisition from the beginning if any residential structures of the squatters Identified then Project will be compensated for shifting the house in another government vacant land or alternative.	Pre-Construction stage	PIU Contractor &	
If any squatters are Affected?	Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies.	Pre-Construction stage	PIU Contractor &	
Loss of Trees	<ul style="list-style-type: none"> <li>• Cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years.</li> <li>• Cash compensation equivalent to prevailing market price of timber for non-fruit trees.</li> </ul>	Pre-Construction stage	PIU Contractor &	
Stakeholders Engagement	<ul style="list-style-type: none"> <li>• All the project stakeholders will be consulted and separate community level consultation meeting will be held with the potential affected HHs.</li> <li>• All the safeguard documents will be disclosed to all the relevant stakeholders before the start construction works.</li> <li>• Local people must be consulted before the construction work start</li> <li>• All the stakeholders will be informed about the GRM and to be ensured their membership as a member of GRC.</li> </ul>	Pre-Construction stage	PIU Contractor &	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of right to access induced impacts.	<ul style="list-style-type: none"> <li>• In case of unavoidable circumstances, alternative access will be provided.</li> <li>• Mitigation measures will be taken at</li> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental

	the satisfactory level after discussion with communities.			Specialist and Gender Specialist of PIU, PSC and D&SC
Site Selection & implementing interventions: Human-elephant conflict	<ul style="list-style-type: none"> <li>• Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.</li> <li>• Elephant Human conflict need to be avoided.</li> <li>• A consultation will be made with Forest department and Border Guard Bangladesh during site selection</li> <li>• In some cases, protection wall/guide wall needs to construct for improvement the road.</li> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Site Preparation: Soil Erosion; Alteration of natural drainage	<ul style="list-style-type: none"> <li>• Construction facilities including material are to be placed at least 30 meters away from any water body in order to minimize impacts on water bodies and natural flow paths.</li> <li>• Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided.</li> <li>• Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values.</li> <li>• Minimize cut &amp; fill operations, the site clearing and grubbing operations will be limited to specific locations only.</li> <li>• The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents</li> </ul>	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"> <li>• An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured.</li> <li>• Health and safety training should be ensured to the Rohingya labors.</li> <li>• All the camp labors to wear ID cards.</li> <li>• Child labors are not allowed for any form of activities</li> <li>• Site(s) shall be secured by fencing and by fencing and ridge (if needed).</li> <li>• Ensuring that clear safety policies and</li> </ul>	Construction stage	Construction Contractor	



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

	traffic management and awareness.			
Quality construction work of the RCC road	<ul style="list-style-type: none"> <li>Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant).</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist and D&SC
Safety during construction of the RCC roads	<ul style="list-style-type: none"> <li>Awareness building program will be taken on social safety matters through providing training from the project before commencement.</li> <li>At the same time, compliance will be ensured by the contractors.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> <li>Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> <li>Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> <li>An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp.</li> <li>Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> <li>Treated water will be made available at site for labour drinking purpose.</li> <li>Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD.</li> </ul>	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Health & Safety Risks	<ul style="list-style-type: none"> <li>The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles,</li> </ul>	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender

	<p>and electrical shocks.</p> <ul style="list-style-type: none"> <li>• Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis.</li> <li>• All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>• The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site.</li> <li>• Provide signposted and with adequate lighting for diversion road or temporary road.</li> <li>• Signposts clearly mention any slippery areas of diversion.</li> <li>• Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> <li>• Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm.</li> <li>• Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire.</li> <li>• Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan.</li> <li>• Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems.</li> <li>• Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal.</li> <li>• Electrical equipment must be safe and</li> </ul>			Specialists of PIU, PSC, and D & SC
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	<p>properly maintained; works shall not be carried out on live systems.</p> <ul style="list-style-type: none"> <li>• Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal.</li> <li>• Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks.</li> <li>• An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements.</li> <li>• First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site.</li> <li>• Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills.</li> <li>• Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability etc.), provide the lowest vibration tools that are suitable and can do the works.</li> <li>• Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions.</li> <li>• Regular noise exposure assessments and noise level surveys of noisy areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary.</li> <li>• Awareness training sessions 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.</li> <li>• Ensure adequate quantities of drinking water are available at different locations within the site.</li> <li>• Eliminate the risk of exposure whenever possible, provide proper</li> </ul>			
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	<p>PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures.</li> </ul>			
Traffic Accidents	<ul style="list-style-type: none"> <li>• Clear diversion /temporary road markings.</li> <li>• Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion.</li> <li>• Recording and reporting of accident incidents to local police station</li> <li>• Annual reporting of accident figures to PSC</li> </ul>	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> <li>• The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability.</li> </ul>	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> <li>• LGED 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</li> <li>• Important places and institutions will be well connected</li> <li>• People will enjoy improved connection to local schools, colleges, and other educational institutions.</li> </ul>	Operation & Maintenance	Local Government institution	Union Parishad
Health & safety risks to workers & Local community/ DRPs	<ul style="list-style-type: none"> <li>• The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase.</li> </ul>	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D & SC	LGED and Upazila Parishad
<ul style="list-style-type: none"> <li>• Pollution from waste materials</li> <li>• Health &amp; Safety risks to workers and local community /DRPs</li> </ul>				

## **15. Recommendations:**

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

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

## **16. Conclusions:**

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

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

**Annex-01: At a Glance Key Findings by Social Screening of 06 Sub Project's under package number EMCRP/W24 (Road construction), LGED.**

Sl #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
01	Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m.	Package Number: EMCRP/W24.01 & Road ID: 422945084	Bituminous Carpeting (BC) Road	Ukhiya Upazila in Cox's Bazar district	0.960	Government land	No	No	No	No	No	Done	Recommended for implementation
02	Improvement of Chakmapara - Monkhal bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m.	Package Number: EMCRP/W24.02 & Road ID: 422944047	Bituminous Carpeting (BC) Road	Do	3.490	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m.	Package Number: EMCRP/W24.04 & Road ID: 422945089	Bituminous Carpeting (BC) Road	Do	0.180	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m.	Package Number: EMCRP/W24.05 & Road ID: 422944089	Bituminous Carpeting (BC) Road	Do	3.280	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Improvement of Palonkhali Goyalmar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m.	Package Number: EMCRP/W24.06 & Road ID: 422945097	Bituminous Carpeting (BC) Road	Do	1.560	Government land	No	No	No	No	No	Done	Recommended for implementation
06	Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m.	Package Number: EMCRP/W24.07 & Road ID: 422945102	Bituminous Carpeting (BC) Road	Do	1.675	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation

**Description of 24.01, 24.02, 24.04, 24.05, 24.06 & 24.07 (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 Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m.	Package Number: EMCRP/W24.0 1 & Road ID: 422945084	Ukhiya Upazila	Latitude Value: 21° 17' 48.5874" N Longitude Value: 92° 5' 39.3" E	Latitude Value: 21° 17' 28.2336" N Longitude Value: 92° 5' 24.3816" E	-	960	07/12/2020	12.30 PM	Haldiapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	Local government Representatives (Union Parishad Chairman & members) :- <ul style="list-style-type: none"> <li>In consultation meeting, UP representatives emphasized on speedy work and smooth implementation of the activities. In addition, they also raised some issues that need to consider by the project Management team with due importance.</li> <li>Upcoming Monsoon may create obstacle and in some cases project activities can slower down. Therefore, EMCRP-LGED need to adopt effective and dynamic strategy to complete the work before Monsoon.</li> </ul> Local Government body also confirmed the safeguard team and other stakeholders of the project that no property or belongings of the Households will be affected due to project intervention.
								07/12/2020	10.00 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
2	Improvement of Chakmapara - Monkhali bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m.	Package Number: EMCRP/W24.0 2 & Road ID: 422944047	Do	Latitude Value: 21° 5' 46.0032" N Longitude Value: 92° 7' 46.2036" E	Latitude Value: 21° 5' 17.0016" N Longitude Value: 92° 8' 59.0994" E	-	3490	07/12/2020	09.30 AM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								07/12/2020	11.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of Chaungkhal to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m.	Package Number: EMCRP/W24.0 4 & Road ID: 422945089	Do	Latitude Value: 21°7'49.4868" N Longitude Value: 92°5'27.6318" E	Latitude Value: 21°7'46.4586" N Longitude Value: 92°5'22.3038" E	-	180	07/12/2020	09.30 AM	Jaliapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								07/12/2020	03.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	



4	Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m.	Package Number: EMCRP/W24.0 5 & Road ID: 422944089	Do	Latitude Value: 21°15' 30.1674" N Longitude Value: 92°7'15.6036" E	Latitude Value: 21°16'14.922 6" N Longitude Value: 92°6'21.495" E	-	3280	07/12/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	<p>Local Stakeholders (Host Communities): -</p> <ul style="list-style-type: none"> <li>Host communities are main stakeholders are main driving forces as well as major stake in project implementation. In consultation with Host communities the following aspect came out that should address properly for the betterment of the project implementation;</li> <li>Existing alignment should use to improvement of roads.</li> <li>Community people are very much eager to see improved road where improved facilities will remain inbuilt.</li> <li>There is some problem may arise at the time project intervention but they are very much willing to take these sorts of pain taking efforts.</li> <li>If arise social tension or undue influence by the vested interest group</li> <li>If necessary, they agree to provide land and space for keeping construction materials.</li> </ul>
								07/12/2020	12.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
5	Improvement of Palonkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m.	Package Number: EMCRP/W24.0 6 & Road ID: 422945097	Do	Latitude Value: 21°9'5.1906" N Longitude Value: 92°9'15.0042" E	Latitude Value: 21°8'52.5618" N Longitude Value: 92°8'31.2642" E	-	1560	07/12/2020	09.30 AM	Palongkhali union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								07/12/2020	12.50 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
6	Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m.	Package Number: EMCRP/W24.0 7 & Road ID: 422945102	Do	Latitude Value: 21° 8' 56.133" N Longitude Value: 92° 9' 24.7392" E	Latitude Value: 21°9'3.513" N Longitude Value: 92°9'15.9516" E	-	1675	07/12/2020	09.30 AM	Palongkhali union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								07/12/2020	10.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	

**Crest / Top width of Package of 24.01, 24.02, 24.04, 24.05, 24.06 & 24.07 (According to field Visit)**

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
01	Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m.	Package Number: EMCRP/W24.01 & Road ID: 422945084	Ukhiya Upazila	0.6	3.7	0.6	4.9	
02	Improvement of Chakmapara - Monkhali bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m.	Package Number: EMCRP/W24.02 & Road ID: 422944047	Do	0.6	3.7	0.6	4.9	
03	Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m.	Package Number: EMCRP/W24.04 & Road ID: 422945089	Do	0.6	3.7	0.6	4.9	
04	Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m.	Package Number: EMCRP/W24.05 & Road ID: 422944089	Do	0.6	3.7	0.6	4.9	
05	Improvement of Palonkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m.	Package Number: EMCRP/W24.06 & Road ID: 422945097	Do	0.6	3.7	0.6	4.9	
06	Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m.	Package Number: EMCRP/W24.07 & Road ID: 422945102	Do	0.6	3.7	0.6	4.9	

**Annex-02: Pictures of Existing View & location of 06 (Six) Sub-Projects under package number EMCRP/W24, LGED.**

	
<p>Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m. Package Number: EMCRP/W24.01 &amp; Road ID: 422945084</p>	<p>Improvement of Chakmapara - Monkhal bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m. Package Number: EMCRP/W24.02 &amp; Road ID: 422944047</p>
	
<p>Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m. Package Number: EMCRP/W24.04 &amp; Road ID: 422945089</p>	<p>Improvement of R&amp;H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m. Package Number: EMCRP/W24.05 &amp; Road ID: 422944089</p>
	
<p>Improvement of Palonkhali Goyalmaru Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m. Package Number: EMCRP/W24.06 &amp; Road ID: 422945097</p>	<p>Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m. Package Number: EMCRP/W24.07 &amp; Road ID: 422945102</p>

### Annex-03: Social Screening of Sona market to H/O Sankar Borua via Bou bazar Road (Package Number: EMCRP/W-24.01)

#### Section A: Sub-Project Overview

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

One Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS) road will be improvement under the proposed sub-project of Sona Market to H/O Sankar Borua via Bou Bazar Road by Bituminous Carpeting (BC) from Ch. 480m - Ch. 1440m. It will be improved on existing alignment which is situated under Haldiapalong union, Village- Mohajonpara & Napitpara, Mouza-West Baruapara, Ward-08 & 09 of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from Mohajonpara sona market stretching 960 meters from North side to South side. Starting point GPS Coordinates: Latitude Value: 21° 17' 48.5874" N & Longitude Value: 92° 5' 39.3" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Chondrabunia Madrassa and Jame Mosque (500m), Chondrabunia Boddho Bihar (150m). At south side Gita School (100m), Shamol Prokiti Art School (100m), Trirotno Boddho Birar (20m), Rumkha GPS (30m), Rumkha Atimkhana (30m), Chwdhuri Jame Mosque (50m), Chwdhuripara Graveyard (60m). At East side Mohajonpara School (65m), Trirotno High School (10m), Ideal School (10m), Sree Sree Durga Mondir (100m), Mohajonpara Community Clinic (150m). At West side Bou Bazar (10m), Sree Sree sib Mondir (150m), Sree Sree Kali Mondir (80m), Boddho Shoshan (150m), Jaliapalong Parkul Jame Mosque (120m), Forest area (150m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

##### Sub-project Location:

Proposed road is situated within the catchment area of Sona Market to H/O Sankar Borua via Bou Bazar Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 480 - Ch. 1440m at Village- Mohajonpara, Napitpara. Union- Holudia, Ward-08. 09 of Ukhiya Upazila in Cox's Bazar District. Ending point GPS Coordinates: Latitude Value: 21° 17' 28.2336" N & Longitude Value: 92° 5' 24.3816" E. Proposed safety structures are Construction of 02 No: Cross Drain (Size: 0.975mX 0.975m) at Ch. 1027.0m & 1278.0m. Construction of 35.0m Palisading (Brick). Construction of 145.0m L-Drain, Construction of 28.0m RCC U-Drain works. Construction of 366.0m toe wall (heigh1.0m, 1.5m, & 2.0m) at different chainages.

Important Features of Sub-project Location	
Road ID	422945084
Package No:	EMCRP/W24.01
District	Cox's Bazar
Upazila	Ukhiya
Union	Haldiapalong
WARD	08 & 09
Proposed Chainage	960m
Distance from Upazila Head quarter	08 Km
Present Condition of Road	Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 17' 48.5874" N Longitude Value: 92° 5' 39.3" E
Road Ending Point Coordinates	Latitude Value: 21° 17' 28.2336" N Longitude Value: 92° 5' 24.3816" E
Land ownership	Government Land

<b>Expected construction period:</b> 270 (Two hundred seventy) days.
<b>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:</b> <b>Answer:</b> The proposed Sub-project Sona Market to H/O Sankar Borua via Bou Bazar Road have no located historical sites were found. There are not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

## Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? <b>Answer:</b> For the remaining period of the project, In the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 05 will be skilled and 15 will be unskilled workforces. No foreign workers are will not be needed to at this locality in construction work. The construction area is totally out of the camp, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce? <b>Answer:</b> Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? <b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? <b>Answer:</b> Unskilled labor is available and some skilled in this area; So, If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? <b>Answer:</b> Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in</p>

	this sub project area.
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> According to the Union Parishad and local's community, the size of local population of the sub-project area is 11155. Out of 11155 population, 5075 are males and 6080 are females. The total number of families is 2231.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> The sub-project area belongs to the host community. There is no Rohingya people near this proposed road. The Rohingya camp is 12/13km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> 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?  <b>Answer:</b> Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 15,000/16,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?  <b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?  <b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?  <b>Answer:</b> The expected duration of the incoming workers duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?  <b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking of all necessary things.</li> </ul>



	<ul style="list-style-type: none"> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Crisis of vehicles and movement problem from one place to another.</li> <li>• Different Diseases may spread in the area for over population.</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

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

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



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

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

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

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

**Annex-04: Social Screening of Chakmapara - Monkhalı bazar Road (Package Number: EMCRP/W24.02)**

**Local Government Engineering Department (LGED)**

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

**Social Screening of Sub-Project (Filled Form)**

**Section A: Sub-Project Overview**

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

Chakmapara - Monkhalı bazar Broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB) & Earthen road will be improvement under the proposed sub-project (Improvement of Chakmapara-Monkhalı bazar Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 3490m). Based on field survey, this proposed road is at present broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB) and Earthen. It will be improved on existing alignment which is situated under Jaliapalong union, Village-Monkhalı purbopara,majerpara, delpara,paschimpara, konarpara,jumpara and chakmapara Ward-09, Mouza-Inani of Ukhiya Upazila under Cox's Bazar District. The proposed road has started from the shop of Jakirul Islam, monkhalı boltalar more of Ukhiya Teknaf R&H Road stretching 3490 meters from west side to East Side. This road 300m away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 21° 5' 46.0032" N, Longitude Value: 92° 7' 46.2036" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Bagguna Jame Mosque (120m), Bottoli Jame Mosque & graveyard (120m), Monkhalı family planning center (50m), seportkhalı khal (300m), Bagguna graveyard (100m), Seportkhalı khabbin Malek Madrasha,hefjkhana, yeatimkhana and mosque (750m), Monkhalı Khal(30m), Jumapara Furkania Madrasha & graveyard(70m), khulafiye Rashedin Nurani Madrasha (75m), Mahadur Rashid Al islami Madrasha (50m), Seportkhalı GPS (700m),Gunabil graveyard (200m) and Chakmapara GPS (10m), at south side Ibrahim jame Mosque and graveyard(50m), Konarpara Furkania Mosque and hefjkhana (5m) and Chakmapara Mondir(5 m), at east side Monkhalı Abu huraiya Madrasha,hefjkhana ,yeatimkhana (30m), Monkhalı Boro mosque & graveyard (50), Monkhalı Boro Mosque Pond (50m ,Forest office (5 m), Rest house 95m), Monkhalı GPS (25m), kudung cave (1.5 KM) and at west side Monkhalı chikon chara (10m) & Bay of Bengal (300m). At north east chakmapara mosque (40m). No scope to disturbance of this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefited by the implementation of this sub-project directly.

**Sub-project Location:**

Proposed road is situated within the catchment area of Chakmapara-Monkhalı bazar Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21° 5' 17.0016" N, Longitude Value: 92° 8' 59.0994" E. Proposed safety structures for road are Construction of 18 No cross drain (0.975 x 0.975) at different chainages on Chakmapara - Monkhalı bazar Road. Construction of 03 no Box Culvert of size 2.0m x 1.5.0m at Ch. 408.0m,782.0m & Ch. 948.0m on Chakmapara - Monkhalı bazar Road. Construction of 01 no Box Culvert of size 2.50m x 2.50m at Ch.1515.0m on Chakmapara - Monkhalı bazar Road. Construction of 01 no. 02-Vent :3.0mx3.0m RCC Box culvert at Ch. 3350.0m on Chakmapara - Monkhalı bazar Road. Construction of 01 no. 02-Vent 3.5mx3.5m RCC Box culvert at Ch 2193.0m on Chakmapara - Monkhalı bazar Road. Construction of 01 no. 4.0m x 4.0m RCC Box culvert at Ch 3467.0m on Chakmapara - Monkhalı bazar Road. Construction of 1098.0m Toe wall (height 1.5m & 2.0m) on Chakmapara - Monkhalı bazar Road. Construction of 860.0m L-drain on Chakmapara - Monkhalı bazar Road. Construction of Protection work by RCC Retaining wall (30.0 m length and 3.0m height) with Pre-cast RCC Pile (6.0 m length) on Chakmapara – Monkhalı bazar Road. Construction of Road Safety work on Chakmapara - Monkhalı bazar Road.

Important Features of Sub-project Location	
Road ID	422944047
Package No:	EMCRP/W24.02
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	09
Proposed Chainage	3490m
Distance from Upazila Head quarter	46 Km
Present Condition of Road	Broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB) and Earthen.
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 5' 46.0032" N Longitude Value: 92° 7' 46.2036" E
Road Ending Point Coordinates	Latitude Value: 21° 5' 17.0016" N Longitude Value: 92° 8' 59.0994" E
Land ownership	Government Land

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

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

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

#### **Section B: Social Screening**

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> 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. For the remaining period of the project, in the based on FGD approximately 70 skilled and unskilled workforces are expected to be required for the construction work. Among them 18 will be skilled and 52 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are</p>

	<p>available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> 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><b>Answer:</b> Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The sizes of local population in the project area are near about 8240. Male- 2950 and Female- 4250. The total numbers of families are near about 1640.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 23 near about 500 meter away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts as well as Marine drive 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>✓ <b>Answer:</b> Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about 20,000 local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike</p>

possibility that their presence or interaction with the local community could create adverse impacts?	<p>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>The expected duration of the incoming workers duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking of all necessary things.</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Crisis of vehicles and movement problem from one place to another.</li> <li>• Different Diseases may spread in the area for over population.</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

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

other productive assets due to land acquisition?				agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, DRP camp, students, teacher, Enforcement agency, religious leader and implementing agencies and their agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities and in DRP camp etc.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest				

possible of time. Children could able to go to School without any hindrance.

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

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

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

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

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

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

**Annex-05: Social Screening of Chaungkhali to Battali Marine drive sea beach Road W24.04)**  
**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
**Social Screening of Sub-Project (Filled Form)**

**Section A: Sub-Project Overview**

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

Chuangkhali to Bottoli marine drive sea beach Broken Brick Flat Soiling (BFS) & Earthen road will be improvement under the proposed sub-project (Improvement of Chuangkhali to Bottoli marinedrive sea beach Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 180m). Based on field survey, this proposed road is at present Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated under Jaliapalong union, Village-Chuangkhali, Ward-08, Mouza-Inani of Ukhiya Upazila under Cox's Bazar District. The proposed road has started from the shop of Mizanur Rahman of Ukhiya Teknaf R&H Road from east side to West side. This road 50 m away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 21° 7' 49.4868" N, Longitude Value: 92° 5' 27.6318" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Chuangkhali utor para jame mosque(200m). At south east side Chuangkhali central Mosque,hefjakhana& graveyard(300m). At south side Chuangkhali GPS (300m), Chuangkhali kindergarten (20m) and Chuangkhali Baitur Rahman Jame mosque (20m). At East side Golacira hill (500m). At west side marinedrive road and bay of Bay of Bengal (50m). No scope to disturbance of this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefited by the implementation of this sub-project directly.

**Sub-project Location:**

Proposed road is situated within the catchment area of Chuangkhali to Bottoli marine drive sea beach Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21°7'46.4586" N, Longitude Value: 92° 5' 22.3038" E. Proposed safety structures for road are Construction of Improvement of Pavement by Bituminous Carpeting on Chaungkhali to Battali marinedrive sea beach Road from Ch 00 to 180m. Construction of 01 No cross drain (0.975 x 0.975) at CH 100.0 m on Chaungkhali to Battali marinedrive sea beach Road. Construction of 01 no.3.0mx2.0m RCC Box culvert at Ch 145.0m on Chaungkhali to Battali marinedrive sea beach Road. Construction of Road Safety work on Chaungkhali to Battali marinedrive sea beach Road.

Important Features of Sub-project Location	
Road ID	422944089
Package No:	EMCRP/W24.04
District	Cox's Bazar
Upazila	Ukhiya
Union	Jaliapalong
WARD	08
Proposed Chainage	180m
Distance from Upazila Head quarter	38 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road (R&H Road to marine drive connecting road)
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°7'49.4868" N Longitude Value: 92°5'27.6318" E
Road Ending Point Coordinates	Latitude Value: 21°7'46.4586" N



		Longitude Value: 92°5'22.3038" E	
	Land ownership	Government Land	
<b>Expected construction period:</b> 270 (Two hundred seventy) days.			
<b>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:</b> <b>Answer:</b> The proposed Chuangkhal to Bottoli marine drive sea beach Road totally host community. There is no historical and Archeological structure and no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In the sub-project location has many socio-cultural assets located, but that will not be affected by the construction work. No Elephants corridors have present in the sub-project area, and no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.			

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> 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 per day 5 skilled and unskilled workforces are expected to be required for the construction work per. Among them 1 will be skilled and 4 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> 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><b>Answer:</b> Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in these sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area is near about 1526. Male- 800 and Female- 726. The total numbers of families are near about 300.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp near about 7/8 km away from the project</p>

	<p>location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts as well as Marine drive 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>✓ <b>Answer:</b> Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about 5,000 local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>The expected duration of the incoming workers duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking of all necessary things.</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Crisis of vehicles and movement problem from one place to another.</li> <li>• Different Diseases may spread in the area for over population.</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several</p>

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
<b>Involuntary Acquisition of Land/ Land Donation/ Land Taking</b>				
1. Will there be any land acquisition?		√		No land will be required to intend Proposed Bituminous Carpeting (BC) road construction.
2. Is the site for land taking known?	√			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	√			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is BFS and 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 Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources		√		No

owned communally or by the state be restricted?				
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [v ] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [v ] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [v] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, law Enforcement agency, religious leader and implementing agencies and their agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities and in DRP camp etc.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? <b>Answer:</b> There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>				
18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. <b>Answer:</b> The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below; <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodity's due road construction.</li> <li>• Transportation system will be easier which will save the time of community people as well as extra</li> </ul>				

hassle.

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

**Annex-06: Social Screening of R&H Road (Kasiar Bill) - Ratnapalong UP office Road (Package Number: EMCRP/W-24.05)**

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

**Section A: Sub-Project Overview**

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

Proposed R&H Road (Kasiar Bill) - Ratnapalong UP Office Road will be improvement by Bituminous Carpeting (BC) road from Ch. 0.00 - Ch. 3280m. Based on field survey, this proposed road is at present Broken Herring-Bone-Bond (HBB) & Broken Brick Flat Soiling (BFS). It will be improved on existing alignment which is situated under Rajapalong union, Village- Kasir Bill, Ward-02 of Ukhia Upazila in Cox's Bazar District. The proposed road has started from near Baitus Shoruf Jame Mosque, Cox's Bazar-Teknaf R&H stretching 3280 meters from East side to west side. Road Starting Point Coordinates: Latitude Value: 21°15'30.1674" N, Longitude Value: 92°7'15.6036" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Hijulia Jame Mosque (400m), Rice Mill (350m), Abul Kashem Nurjahan High School (20m), Moddho Rajapalong GPS (20m). At south side Hori Mondir (30m), Kalgasa Jame Mosque (500m), SARPBA Hospital (300m), Boddho Mondir (10m), Boddho Shoshan (10m), Jadimura GPS (10m), Rajapalong Jadimura Graveyard (350m). At East side Baitus Shoruf Mosque (20m), Al Nure Jame Mosque (50m), Bishnu Mondir (30m), Anondo Hospital (35m), Upazila Health Complex (500m), Rice Mill (400m), Fire Service Station (500m). At West side Radha Krishno Mondir (20m), Kasiar beel Crematory (70m), Moddho Rajapalong Graveyard (20m), Moddho Rajapalong Hefjo Khana (20m), KG School (10m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

**Sub-project Location:**

Proposed road is situated within the catchment area of R&H Road (Kasiar Bill) - Ratnapalong UP Office Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 3280m at Village- Kasir Bill, Union- Rajapalong, Ward-02 in Ukhia Upazila of Cox's Bazar District. Road Ending point GPS Coordinates: Latitude Value: 21°16'14.9226" N, Longitude Value: 92°6'21.495" E. Proposed safety structures are 04 no. of Cross Drain (Size: 0.975mX 0.975m) at different chainages, 03 no Box Culvert of size 2.0mX 2.0m at Ch. 6.0m, Ch. 1063.0m & Ch. 1998.0m. 01 No Box Culvert of size 2.0m x 1.5.0m at Ch. 1637.0m. 02 nos. 3.0m x 2.0m RCC Box culvert at Ch. 1268.0m & Ch 1725.0m. Construction of Protection work by 307.0m brick Toe wall (1.0m, 2.0m & 2.5m height). 266.0m L-drain. 480.0m Palisading (Brick) at

different chainages, Protection works by RCC Retaining wall (71.0m length and 3.0m height) with Pee-cast RCC Pile (6.0m length) at different chainage. Protection works by RCC Retaining wall (123.0m length and 5.0m height) with Pee-cast RCC Pile (6.0m length) at different chainage.

Important Features of Sub-project Location	
Road ID	422944089
Package No:	EMCRP/W24.05
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	02
Proposed Chainage	3280m
Distance from Upazila Head quarter	02 Km
Present Condition of Road	Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°15' 30.1674" N Longitude Value: 92°7'15.6036" E
Road Ending Point Coordinates	Latitude Value: 21°16'14.9226" N Longitude Value: 92°6'21.495" E
Land ownership	Government Land

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> For the remaining period of the project, In the based on FGD approximately 66 skilled and unskilled workforces are expected to be required for the construction work. Among them 13 will be skilled and 53 will be unskilled workforces. No foreign workers are will not be needed to at this locality in construction work. The construction area is totally out of the camp, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be</p>

	<p>required?</p> <p><b>Answer:</b> Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> According to the Union Parishad and local's community, the size of local population of the sub-project area is near about 5610. Out of 5610 population, 2100 are males and 3510 are females. The total number of families is 1020.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> The sub-project area belongs to the host community. There is no Rohingya people near this proposed road. The Rohingya camp is 07/08km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places 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><b>Answer:</b> Outsiders always frequently visited in this area. In 24 hours, locale and outsiders are communication the project area. Near about around 10,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered; Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the</p>

	<p>community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking of all necessary things.</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Crisis of vehicles and movement problem from one place to another.</li> <li>• Different Diseases may spread in the area for over population.</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

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



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

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

**Answer:**

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

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

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

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

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

## Annex-07: Social Screening of Palongkhali Goyalmara Road (Package Number: EMCRP/W24.06)

### Local Government Engineering Department (LGED)

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

#### Social Screening of Sub-Project (Filled Form)

#### Section A: Sub-Project Overview

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

One Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improved under the proposed sub-project (Improvement of Palongkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m). It will be improved on existing alignment which is situated at Palongkhali union, ward no.-07, Mouza-Palongkhali in Ukhia Upazila of Cox's Bazar District. The proposed road is mainly used by people from four villages. The names of the villages are Maddham Goalmara, Omar Mia Ghona, Joter Matha, Chita Khola respectively. This proposed road has started from Md. Farid's shop near Goalmara Jame Mosque on Cox's Bazar Teknaf Highway stretching 1560 meters from East side to West side. The last end of the road merges with Mosharkhola Road. The name of the last end is Chowraster Moar, Chitakhola. From the Starting to the end of the proposed road, there are 3 connecting roads, namely (1) Forest Connection Road, (2) Omar Ghona Connection Road and (3) Jotter Matha Connecting Road. This proposed road is 10.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Mohammed Ali Jame Mosque & Graveyard (500m), Omar Miah Ghona Mosque (1 Km.), Rohingya Camp-16 (1 Km.), Hill of Mohiuddin (800m), Markajul Ulum Al-Islamia Madrasa/Hefjokhana/Orphanage (5m), at south side Goalmara Mosque (20m), MSF (10m), (8m), Goalmara Majerpara Mosque & Graveyard (10m), Forest Office (600m), Emdadul Mosque (800m), Sikandar Ghona Hill (500m), at east side Teknaf Cox' Bazar Highway (5m), Palongkhali Vupenesshar Gita Mondir (200m) and at west side Jabbarer Mosque & Graveyard (800m), Hakim Ali GPS (700m), Palongkhali Chara (100m). No scope to disturbance of this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefited by the implementation of this sub-project directly.

##### Sub-project Location:

The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water 06 Nos. cross drain (0.975 x 0.975) at different chainages, 01 no Box Culvert of size 2.0m x 1.5.0m at Ch.702.0m, 01 no Box Culvert of size 2.0m x 1.0m at Ch.1290.0m, 983.0m L-drain and 13.0m Palisading work (Brick) at different chainages, 55.0m Toe wall (height 1.5m & 2.0m) at different chainage will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945097
Package No:	EMCRP/W24.06
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	07
Proposed Chainage	1560m
Distance from Upazila Head quarter	16.00 Km
Distance from Marine Drive	10.00 Km
Present Condition of Road	Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) &

		Earthen	
	Road Type	Village Road	
	Proposed Intervention Type	Bituminous Carpeting (BC)	
	Road Starting Point Coordinates	Latitude Value: 21°9'5.1906" N Longitude Value: 92°9'15.0042" E	
	Road Ending Point Coordinates	Latitude Value: 21°8'52.5618" N Longitude Value: 92°8'31.2642" E	
	Land ownership	Government Land	

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

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

**Answer:** In this proposed sub-project, there is no historical and Archeological structure. In consultation meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that will not be affected anyway by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? <b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 31 skilled and unskilled workforces are expected to be required for the construction work. Among them 6 will be skilled and 25 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? <b>Answer:</b> Yes, majority portion of workforce will be hired from the local 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? <b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the non-skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? <b>Answer:</b> 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? <b>Answer:</b> 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	<p>✓ What is the size of local population in the project area?</p>

or remote area?	<p><b>Answer:</b> The size of local population in the project area is near about 3958. Both are Male 51.50% and Female 48.50%. Total Households-614.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> This proposed sub project is total host community, so there are no Rohingya people near the proposed road. The Rohingya camp is 400m away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places 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><b>Answer:</b> 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><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. 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><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p><b>Answer:</b> 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><b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the</p>

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
<b>Involuntary Acquisition of Land/ Land Donation/ Land Taking</b>				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed Bituminous Carpeting (BC) road construction.
2. Is the site for land taking known?	✓			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?	✓			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due to road construction.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (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.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural		✓		People access to communal facilities and

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

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

**Annex-08: Social Screening of Baditala Road (Package Number: EMCRP/W24.07)**  
**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
**Social Screening of Sub-Project (Filled Form)**

**Section A: Sub-Project Overview**

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

Baditala road will be improvement by Bituminous Carpeting (BC) under the proposed sub-project from Ch. 0.00 - Ch. 1675m. Based on field survey, this proposed road condition is at present Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated under Palongkhali union, Ward-07 & 08, Mouza-Palongkhali of Ukhiya Upazila under Cox's Bazar District. The road is mainly used by people from six villages. The names of the villages are Baditala, Nalbunia, East Goalmara, Battali, Farir Bill, Futibunia respectively. This proposed road has started from House of Daston Kumar Debnath on Cox's Bazar Teknaf Highway stretching 1675 meters from West side to West side. Starting point GPS Coordinates: Latitude Value: 21°8'56.133" N, Longitude Value: 92° 9' 24.7392" E. The last end of the road meets again on the Cox's Bazar-Teknaf Highway near the house of Mr. M. A. Manzoor of Goalmara village. Ending point GPS Coordinates: Latitude Value: 21°9'3.513" N, Longitude Value: 92°9'15.9516" E. From the Starting to the end of the proposed road, there are 04 connecting roads, namely (1) Nalbunia Connection Road, (2) Futibunia Connection Road (3) Faribill Connecting Road and Mondir Connecting Road. This proposed road is 9.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Baditala Jame Mosque, Baditala Hefjokhana, Baditola Pond & Baditala Graveyard (100m), Palongkhali Vupenesshar Gita Mondir (700m), Futibunia GPS (400m), Futibunia Mosque (1km.), Baditala Hill (300m), at south side Baditala Rahamania Mosque/Hefjokhana/Nurani Madrasa (05m), Palongkhali Bazar (300m), Palongkhali GPS (800m), Palongkhali High School (1 Km.), Khadijatul Kobra Women's Madrasa (900m), Palongkhali Central Graveyard (900m), Tazman Hospital (350m), Kadarkhola Hill (200m), at east side Gonarpara Hill (500m) and at west side Mosar Khola Bit Forest Office (1 Km.), Goalmara Mosque (20m), MSF Hospital (50m), Goalmara Joter Mosque (800m), Goalmara Graveyard (800m), Goalmara Hill (300m), Shafiullah Ghata Rohingya Camp-16 (500m), Palongkhali Juma Mosque (300m), Palongkhali Central Mosque (200m),



Kaderkhola Jame Mosque (200m). No scope to disturbance of this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefited by the implementation of this sub-project directly.

#### **Sub-project Location:**

Proposed Baditala road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Proposed Baditala road is situated under Palongkhali union, Ward-07 & 08, Mouza-Palongkhali of Ukhiya Upazila under Cox's Bazar District. For drainage of rain water 13 Nos. cross drain (0.975 x 0.975) at different chainages, 01 no Box Culvert of size 2.0m x 1.5.0m at Ch.294.0m, 1533.0m L-drain and 26.0m Palisading work at different chainages, 374.0m Toe wall (height 1.0m & 1.5m) at different chainages will be constructed as well as for road safety work.

Important Features of Sub-project Location	
Road ID	422945102
Package No:	EMCRP/W24.07
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	07 & 08
Proposed Chainage	1675m
Distance from Upazila Head quarter	17 Km
Distance from Marine Drive	09.00 Km
Present Condition of Road	Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 8' 56.133" N Longitude Value: 92° 9' 24.7392" E
Road Ending Point Coordinates	Latitude Value: 21°9'3.513" N Longitude Value: 92°9'15.9516" E
Land ownership	Government Land

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

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

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

#### **Section B: Social Screening**

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> No foreign workers will be needed for the remaining period of</p>

<p>the influx be considered significant for the local community?</p>	<p>the project local work forces are available for work in the proposed project area for construction work. Approximately 34 skilled and unskilled workforces are expected to be required for the construction work. Among them 09 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><b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> 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><b>Answer:</b> 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><b>Answer:</b> 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><b>Answer:</b> The size of local population in the project area is near about 28500. Both male and female. About 3850 households live in the sub-project area.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 500m away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places 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><b>Answer:</b> Daily</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>

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

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

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

3. Is the ownership status and current usage of land to be required temporary known?	√			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is flat soling and some are earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?				

<p><b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p><b>Answer:</b> Yes, The project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p><b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p><b>Answer:</b></p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p><b>Answer:</b> The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodity's due road construction.</li> <li>• Transportation system will be easier which will save the time of community people as well as extra hassle.</li> <li>• Local industry will be flourished.</li> <li>• Land value will be increased</li> <li>• Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.</li> <li>• Voter of the people can cast their vote due to improved communication system.</li> <li>• Attendance rate of school going children will be increased as well as enrollment rate.</li> <li>• More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed.</li> <li>• The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are improved at a time.</li> <li>• All connecting road and culvert within the catchment area of road need to construct above flood level standard.</li> </ul>

## Annex-09: Screening Findings and Mitigation Measures

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

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

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

			<p>traffic.</p> <ul style="list-style-type: none"> <li>Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians.</li> <li>Adequate road signs to be planted on access roads to limit vehicular speeds</li> <li>Construct properly designed speed ramps on access roads</li> <li>Traffic signs will be in both Bangla and Rohingya language at appropriate places. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language.</li> </ul>		<ul style="list-style-type: none"> <li>✓ Physical visit of divert roads</li> <li>✓ Traffic sign both Bangla and Rohingya language</li> </ul>	
	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> <li>The movement of heavy machinery and equipment shall be restricted to defined routes.</li> <li>Proper signage to be displayed at major junctions.</li> <li>Road diversions and closures to be informed well in advance to the local community.</li> <li>The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ No. of Accidents took place at construction site</li> <li>✓ Police and Hospital Record</li> <li>✓ Local witness</li> <li>✓ Complaint register</li> </ul>	Monthly basis
<b>3: Constructi on Phase</b>	Temporary partition between construction places and neighboring HHs	Low impact may be generated	<ul style="list-style-type: none"> <li>Contractor will make sure the temporary divider/partition between improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Visiting the sub-project site</li> <li>✓ Picture of divider/partition</li> </ul>	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> <li>Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors.</li> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Training register/Documents on Social safety matters</li> <li>✓ Checking stock register of personal protective equipment (PPE)</li> </ul>	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"> <li>✓ Check tube well</li> <li>✓ Water quality test randomly</li> <li>✓ Check sanitation facilities</li> <li>✓ Check bathing places</li> </ul>	Weekly basis
	Noise from construction works	Low impact may be generated	Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Physical visit</li> <li>✓ Interview with local people</li> </ul>	Weekly basis
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken.</li> <li>✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up.</li> <li>✓ Local community must be consulted by discloser before start any construction works.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Approval letter/ Consent letter of Local Representative or concern authority</li> <li>✓ Grievance register and its resolutions</li> </ul>	On weekly or fortnightly basis
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host.</li> <li>✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> <li>✓ Anti-social activities strictly prohibited</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Checking use of resources by labor</li> <li>✓ Document checking of awareness building activities</li> <li>✓ Physical Checking</li> <li>✓ Grievance register</li> <li>✓ Interview with local community</li> </ul>	Daily site visit

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

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

## **Annex-10: At a Glance Public Consultation of 06 sub-projects under package number EMCRP/W-24, LGED.**

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

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

### **2. Methodology:**

Adoption of appropriate methodology plays a very crucial role to prepare the social screening of sub-projects. Participatory process has been followed to conduct social screening. Participatory public consultation has been conducted at each and every sub-project level with the participation of community people, teachers, local elites, CSO members, and local elected representatives. There are some PRA tools that are used for collecting data such as; FGD, key informant interviews, social screening form (SSF). In public consultation meetings that are held at sub-projects level, project beneficiaries and stakeholders have been properly informed about project related information. In addition, effective mitigation measures have also been reflected in SMP in SL. # 14.

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

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

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

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

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

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

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

## **5. Conclusion:**

In conclusion, it can be clearly determined that the sub-project (Package W-24) will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

**Annex-11: Photographs of Consultation Meeting of 06 (Six) Sub Project's with Stakeholders under package number EMCRP/W24, LGED.**



Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m. Package Number: EMCRP/W24.01 & Road ID: 422945084



Improvement of Chakmapara - Monkhali bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m. Package Number: EMCRP/W24.02 & Road ID: 422944047



Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m. Package Number: EMCRP/W24.04 & Road ID: 422945089



Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m. Package Number: EMCRP/W24.05 & Road ID: 422944089



Improvement of Palonkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m. Package Number: EMCRP/W24.06 & Road ID: 422945097



Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m. Package Number: EMCRP/W24.07 & Road ID: 422945102



**Annex-12: Photographs of 06 (Six) Sub Project's Present Condition under package number EMCRP/W24, LGED.**



Improvement of Sona market to H/O Sankar Borua via Bou bazar Road by Bituminous Carpeting (BC) from Ch. 480 to Ch. 1440m. Package Number: EMCRP/W24.01 & Road ID: 422945084



Improvement of Chakmapara - Monkhal bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3490m. Package Number: EMCRP/W24.02 & Road ID: 422944047



Improvement of Chaungkhali to Battali Marine drive sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 180m. Package Number: EMCRP/W24.04 & Road ID: 422945089





Improvement of R&H Road (Kasiar Bill) - Ratnapalong UP office Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3280m. Package Number: EMCRP/W24.05 & Road ID: 422944089



Improvement of Palonkhali Goyalmara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1560m. Package Number: EMCRP/W24.06 & Road ID: 422945097



Improvement of Baditala Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1675m. Package Number: EMCRP/W24.07 & Road ID: 422945102

Annex-13 to 18: List of Participants Attended in a Consultation Meeting of 06 (Six) Sub-Projects under package number EMCRP/W24, LGED.

## EMCRP/W24.01, Road Id No. - 422945084

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহিংসতা প্রতিরোধ কর্মসূচী (সহিংসতা প্রতিরোধ)

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ১২/১০/১৭

স্মারক: ০৭/১১/১৭

স্থান: মনোহরপুর ইউপি

সভা আহ্বান করেছেন: উপাচার্য, মনোহরপুর ইউপি

সভাপতি: উপাচার্য, মনোহরপুর ইউপি

সভার সভাপতি: উপাচার্য, মনোহরপুর ইউপি

সভার সচিব: উপাচার্য, মনোহরপুর ইউপি

তারিখ: ১২/১০/১৭

সভার সভাপতি: উপাচার্য, মনোহরপুর ইউপি

ক্র.সং.	নাম	বয়স	লিঙ্গ	পেশা	স্বাক্ষর / চিত্র
০১	শ্রী বালু কুমার	৫২	পুরুষ	কৃষক	
০২	শ্রী বালু	৬০	পুরুষ	কৃষক	
০৩	শ্রী বালু	৫৫	পুরুষ	কৃষক	
০৪	শ্রী বালু	৫০	পুরুষ	কৃষক	
০৫	শ্রী বালু	৫০	পুরুষ	কৃষক	
০৬	শ্রী বালু	৬০	পুরুষ	কৃষক	
০৭	শ্রী বালু	৫০	পুরুষ	কৃষক	
০৮	শ্রী বালু	৫৫	পুরুষ	কৃষক	
০৯	শ্রী বালু	৫০	পুরুষ	কৃষক	
১০	শ্রী বালু	৫০	পুরুষ	কৃষক	
১১	শ্রী বালু	৫০	পুরুষ	কৃষক	
১২	শ্রী বালু	৫২	পুরুষ	কৃষক	
১৩	শ্রী বালু	৫৫	পুরুষ	কৃষক	
১৪	শ্রী বালু	৫০	পুরুষ	কৃষক	
১৫	শ্রী বালু	৫০	পুরুষ	কৃষক	
১৬	শ্রী বালু	৫০	পুরুষ	কৃষক	
১৭	শ্রী বালু	৫০	পুরুষ	কৃষক	
১৮	শ্রী বালু	৫০	পুরুষ	কৃষক	
১৯	শ্রী বালু	৫০	পুরুষ	কৃষক	



# EMCRP/W24.02, Road ID No.- 422944047

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

জাতীয় ভিত্তিতে তেহিকা সার্বট মোকাবেলায় মানি সেটর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: 11:30 AM

তারিখ: ০৭/১২/২০২০

উন্নয়ন/অনুশীলন এর নাম: Improvement of Chakmapara - Monkhali Bazar Road

সরাসরি স্থান: Montoli - Bottali Rastar, Matha (Zahurul Islam Market)

হাট/বাজার: Jaliapalong বাড়ি নং: ০৯ নাম: Inani বসতি: Uhiya জেলা: কক্সবাজার

সরাসরি নং: W24(02)

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	স্বাক্ষর	স্বাক্ষর / চিত্র
১	(স্বাক্ষর) মুহাম্মদ	৪৬	পুরুষ	স্বাক্ষর	স্বাক্ষর
২	ফারিহা উল্লহা আলম	৪২		স্বাক্ষর	স্বাক্ষর
৩	ফরিদ আলম	৫০		স্বাক্ষর	স্বাক্ষর
৪	মুহাম্মদ আলম	৪২		স্বাক্ষর	স্বাক্ষর
৫	ফারিহা আলম	৪৪		স্বাক্ষর	স্বাক্ষর
৬	স্বাক্ষর মুহাম্মদ	২৬		স্বাক্ষর	স্বাক্ষর
৭	স্বাক্ষর মুহাম্মদ	২৩		স্বাক্ষর	স্বাক্ষর
৮	স্বাক্ষর মুহাম্মদ	৪৫		স্বাক্ষর	স্বাক্ষর
৯	স্বাক্ষর মুহাম্মদ	৩৫		স্বাক্ষর	স্বাক্ষর
১০	স্বাক্ষর মুহাম্মদ	৩৭		স্বাক্ষর	স্বাক্ষর
১১	স্বাক্ষর মুহাম্মদ	৫৫		স্বাক্ষর	স্বাক্ষর
১২	স্বাক্ষর মুহাম্মদ	৪৬		স্বাক্ষর	স্বাক্ষর
১৩	স্বাক্ষর মুহাম্মদ	৫৫		স্বাক্ষর	স্বাক্ষর
১৪	স্বাক্ষর মুহাম্মদ	৩০		স্বাক্ষর	স্বাক্ষর
১৫	স্বাক্ষর মুহাম্মদ	৬৫		স্বাক্ষর	স্বাক্ষর
১৬	স্বাক্ষর মুহাম্মদ	২৫		স্বাক্ষর	স্বাক্ষর
১৭	স্বাক্ষর মুহাম্মদ	২৭		স্বাক্ষর	স্বাক্ষর



# EMCRP/W24.5, Road ID No.- 422944089

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সার্বিক নির্মাণ (পলিমার) প্রকল্পের অধীনে

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

তারিখ: ১০/০২/২০

সময়: ০৯/১২/২০

স্থান: RSH Road (Location 01)-Rohingya, up of Police Road

সংগঠিত: ১২/০২/২০, বিজ্ঞান প্রকল্প

সংগঠিত: ১২/০২/২০, সময়: ১০/০২/২০, স্থান: ঢাকা, সময়: ১০/০২/২০

সংগঠিত: ১২/০২/২০

সংগঠিত: ১২/০২/২০

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	বাস	স্বাক্ষর/ইনিশিয়াল
০১	সুজন হাতিয়া দে	২৯	কৃষক	সংগঠিত	১০/০২/২০
০২	অবিনাশ দে	৩৭			অবিনাশ দে
০৩	অর্ণব দে	৩৪			অর্ণব দে
০৪	অবিনাশ দে	৩০			অবিনাশ দে
০৫	সুনীল দে	৪৫			সুনীল দে
০৬	ফুকা দে	৬৪			ফুকা দে
০৭	অবিনাশ হাতিয়া দে	২০			অবিনাশ দে
০৮	অবিনাশ হাতিয়া দে	৬০			অবিনাশ দে
০৯	অবিনাশ দে	৩৭			অবিনাশ দে
১০	সুনীল দে	৩৫			সুনীল দে
১১	সিদ্দিক দে	২৪			সিদ্দিক দে
১২	অবিনাশ হাতিয়া দে	৪৭			অবিনাশ দে
১৩	অবিনাশ হাতিয়া দে	৬৫			অবিনাশ দে
১৪	অবিনাশ দে	৩৫			অবিনাশ দে

# EMCRP/W24.6, Road Id No.- 422945097

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

জাতীয় বিকল্পিত প্রকল্প সংগঠন যোগাযোগ দপ্তর

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: ১২:০০ টা

তারিখ: ০৭/১১/২০২০ খ্রিঃ

উপস্থাপন/অধ্যক্ষ/সভাপতি: শাহাদাতুল্লাহ গণসংস্কার সংস্থা

সভা পরিচালক: শাহাদাতুল্লাহ গণসংস্কার সংস্থা

ইতিমধ্যে: শাহাদাতুল্লাহ গণসংস্কার সংস্থা ০৭ জন: শাহাদাতুল্লাহ গণসংস্কার সংস্থা ৩ জন: শাহাদাতুল্লাহ গণসংস্কার সংস্থা

সর্বমোট: ২৪(৬)

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রমিক	নাম	বয়স	পুরুষ/মহিলা	জাতীয়তা	স্বাক্ষর / চিহ্ন
০১	শাহাদাতুল্লাহ গণসংস্কার	৩২	পুরুষ	শাহাদাতুল্লাহ	
০২	শাহাদাতুল্লাহ গণসংস্কার	৩০	পুরুষ	শাহাদাতুল্লাহ	
০৩	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
০৪	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
০৫	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
০৬	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
০৭	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
০৮	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
০৯	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১০	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১১	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১২	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১৩	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১৪	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১৫	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১৬	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	
১৭	শাহাদাতুল্লাহ গণসংস্কার	২২	মহিলা	শাহাদাতুল্লাহ	



# EMCRP/W24.7, Road ID No. - 422945102

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জাতি-নির্ভর প্রাথমিক স্বাস্থ্য সেবা প্রকল্প (জাতি-নির্ভর)

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ১০/১০/২০

সময়: ১১/১০/২০ ৩০

উপ-প্রকল্প/অর্থায়নের নাম: স্বাস্থ্য সেবা

সংস্থার নাম: স্বাস্থ্য সেবা প্রকল্প

স্থান: সার্বজনীন স্বাস্থ্য সেবা কেন্দ্র, সার্বজনীন স্বাস্থ্য সেবা কেন্দ্র

সংস্থার নাম: W24(৭)

সংস্থার নাম: (সংস্থার নাম)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	স্বাস্থ্য	স্বাক্ষর / চিত্র
০১	জামিল হুসেন চাকমা	৪৫	কৃষক	স্বাস্থ্য	স্বাক্ষর
০২	আবুল কালাম	২৬	৥	৥	স্বাক্ষর
০৩	সোম (মহিলা)	৪২	৥	৥	স্বাক্ষর
০৪	আবদুল হক চাকমা	২৫	৥	৥	স্বাক্ষর
০৫	সোম আবদুল হক চাকমা	৪৫	৥	৥	স্বাক্ষর
০৬	আবদুল হক	২৬	৥	৥	স্বাক্ষর
০৭	সোম (মহিলা)	৪৫	৥	৥	স্বাক্ষর
০৮	আবদুল হক	২০	৥	৥	স্বাক্ষর
০৯	সোম (মহিলা)	২৬	৥	৥	স্বাক্ষর
১০	সোম আবদুল হক চাকমা	২৫	৥	৥	স্বাক্ষর
১১	সোম আবদুল হক	৩২	৥	৥	স্বাক্ষর
১২	আবুল কালাম	৪৫	৥	৥	স্বাক্ষর
১৩	আবদুল হক (মহিলা)-	৪২	৥	স্বাস্থ্য	স্বাক্ষর
১৪	সোম আবদুল হক	৪০	৥	স্বাস্থ্য	স্বাক্ষর
১৫	আবদুল হক চাকমা	৪০	৥	৥	স্বাক্ষর
১৬	সোম আবদুল হক	৩৫	৥	৥	স্বাক্ষর
১৭	সোম আবদুল হক	৩৫	৥	৥	স্বাক্ষর
১৮	সোম আবদুল হক	২৪	৥	৥	স্বাক্ষর
১৯	সোম আবদুল হক	৪৫	৥	৥	স্বাক্ষর