



# **Government of The People's Republic of Bangladesh**

**Ministry of Local Government, Rural Development and Co-operatives**

## **Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Local Government Engineering Department (LGED)**



### **Report on Outcomes of Social Screening on Proposed New Road Improvement under the Package: EMCRP/W-22 (Included 14 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
BGB	Border Guard of Bangladesh
CBO	Community Based Organization
COC	Code of Conduct
CSO	Civil Society Organization
DOE	Department of Environment
DoF	Department of Forest
D&SC	Design & Supervision Consultant
EMCRP	Emergency Multi-Sector Rohingya Crisis Response Project
ERP	Emergency Response Plan
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
SSDS	Social Service Delivery System
SSF	Social Screening Form
SSS	Social Screening Survey
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic control plan
UZ	Upazila
WB	World Bank

## 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 (WB). This Project has been designed in order to reduce the vulnerability of Forcibly Displaced Rohingya People (DRP) along with people from the host communities in Ukhiya and Teknaf Upazila under Cox's Bazar District, to address different disasters and improve the Social Service Delivery System (SSDS) for both the communities. This project will follow a sustainable development pathway that is resilient to disaster and climate change effects. There are twenty-six (26 as per Revised DPP) work packages under the project comprising different construction activities, among them fourteen are road packages. Based on revised DPP this screening report is being prepared for package-EMCRP/W-22 comprising 14 sub projects within the host community following the guidelines of ESMF and RPF (details list of sub projects are mentioned below – Sl. # 2).

The packages W-22 have 15 sub packages, but Sub package W-22.3 has been dropped due to avoid duplication with the sub package W-22.2. Existing various categories of BC, BFS, Earthen & RCC roads are in this package are in poor conditions. During disaster and rainy season local peoples are unable to use these roads due to muddy and potholes. Even vehicles could not ply along the road, so existing road need to be improved. However, LGED & D&SC team has been conducted social screening and results indicates that no trees, structures, community properties or any other assets will be affected by the implementation of sub-project. It is also necessary to mentioned that, all the proposed roads will be improved along the existing alignment with average 4.9-meter width including 0.6 meter both side slopes owned by government. So, Land acquisition and population displacement/relocation shall not be needed to implement this sub projects. Even no voluntary land donation also is required. LGED & D&SC team has conducted screening all the sub-projects under package W-22 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)	Intervention Types
					Left slope (M)	Crest/Top of width (M)	Right slope	Total width of road (M)			
Cox's Bazar	Ukhiya	W.22 (22.01)	Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m. Road ID: 422905058	570	0.6	3.7	0.6	4.9	-	570	Existing Broken Brick Flat Soiling (BFS) road will be improved.
		W.22 (22.02)	Improvement of Improvement of Noya Para embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m. Road ID: 422904035	1441	0.6	3.7	0.6	4.9	-	1441	Existing Broken Bituminous Carpeting (BC), Broken Herring Bone Bond (HBB) and Earthen road will be improved.
		W.22 (22.04)	Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m. Road ID: 422905113	792	0.6	3.7	0.6	4.9	-	792	Existing Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improved.

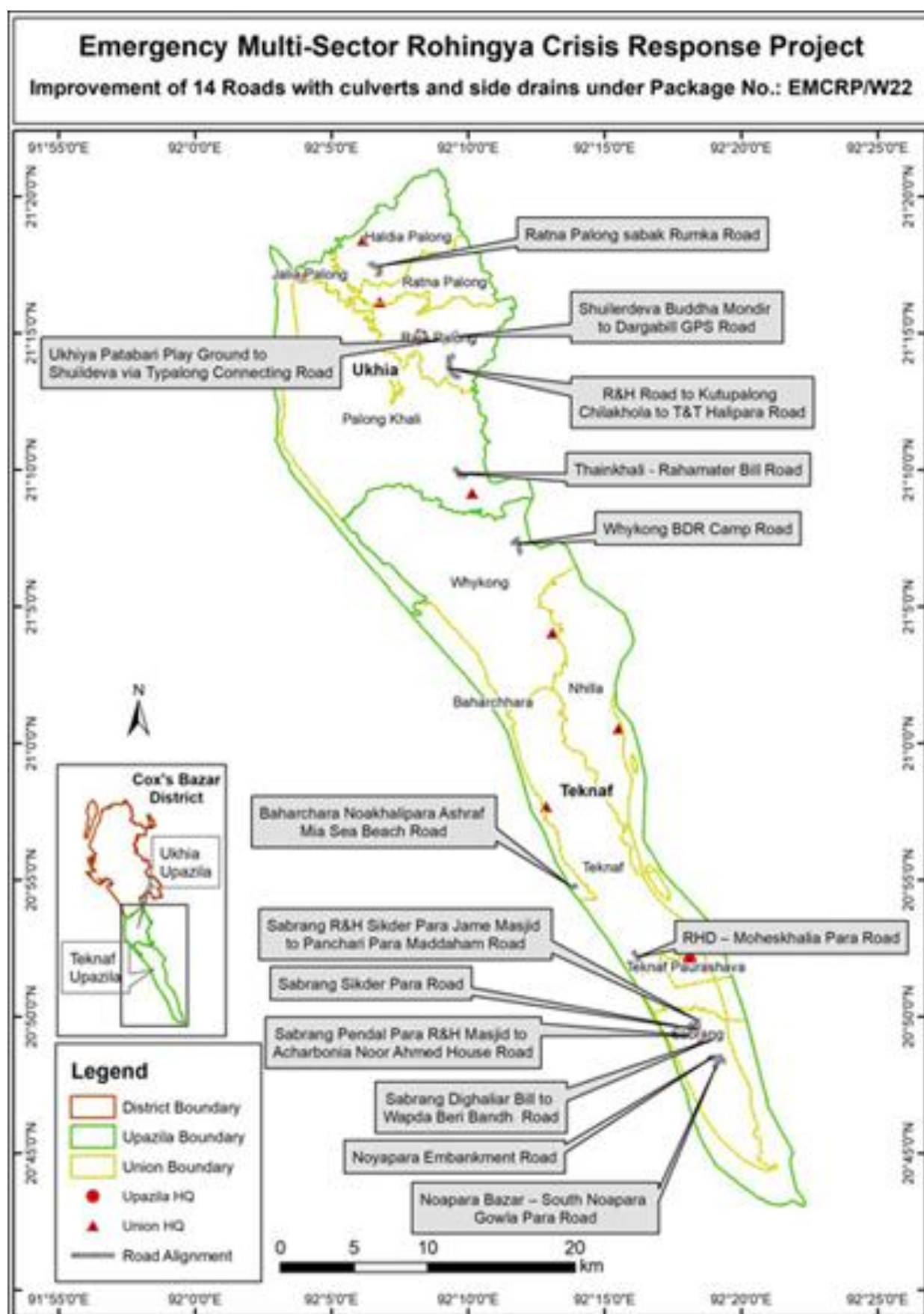
	W.22 (22.05)	Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m. Road ID: 422905020	900	0.6	3.7	0.6	4.9	-	900	Existing Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS) road will be improved.
	W.22 (22.06)	Improvement of Sabrang Pandal Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m. Road ID: 422905119	710	0.6	3.7	0.6	4.9	-	710	Existing Broken Herring-bone Bond (HBB) & Earthen road will be improved
	W.22 (22.07)	Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m. Road ID: 422904027	1245	0.6	3.7	0.6	4.9	-	1245	Existing Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improved
	W.22 (22.08)	Improvement of RHD – Moheskhalia Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m. Road ID: 422904009	1995	0.6	3.7	0.6	4.9	-	1995	Existing Broken Bituminous Carpeting (BC), Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) & Broken Reinforced cement concrete (RCC) road will be improved
	W.22 (22.09)	Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m. Road ID: 422904016	985	0.6	3.7	0.6	4.9	-	985	Existing Broken Herring-bone Bond (HBB) & Earthen road will be improved
	W.22 (22.10)	Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m. Road ID: 422905055	1544	0.6	3.7	0.6	4.9	-	1544	Existing Broken Herring-bone Bond (HBB) & Earthen road will be improved
	W.22 (22.11)	Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m. Road ID: 422944096	2351	0.6	3.7	0.6	4.9	-	2351	Existing Broken Herring Brick Bond (HBB) & Earthen will be improved
	W.22 (22.12)	Improvements of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m. Road ID: 422944098	738	0.6	3.7	0.6	4.9	-	738	Existing Broken Brick Flat Soiling (BFS) & Earthen road will be improved
	W.22 (22.13)	Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m. Road ID: 422944099	1201	0.6	3.7	0.6	4.9	-	1201	Existing Broken Brick Flat Soling (BFS) and Earthen road will be improved
	W.22 (22.14)	Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 500 to Ch. 1690m. Road ID: 422944011	1190	0.6	3.7	0.6	4.9	-	1190	Existing Broken Herring Brick Bond (HBB) & Earthen will be improved
	W.22 (22.15)	Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m. Road ID: 422945002	1365	0.6	3.7	0.6	4.9	-	1365	Existing Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS) road will be improved

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

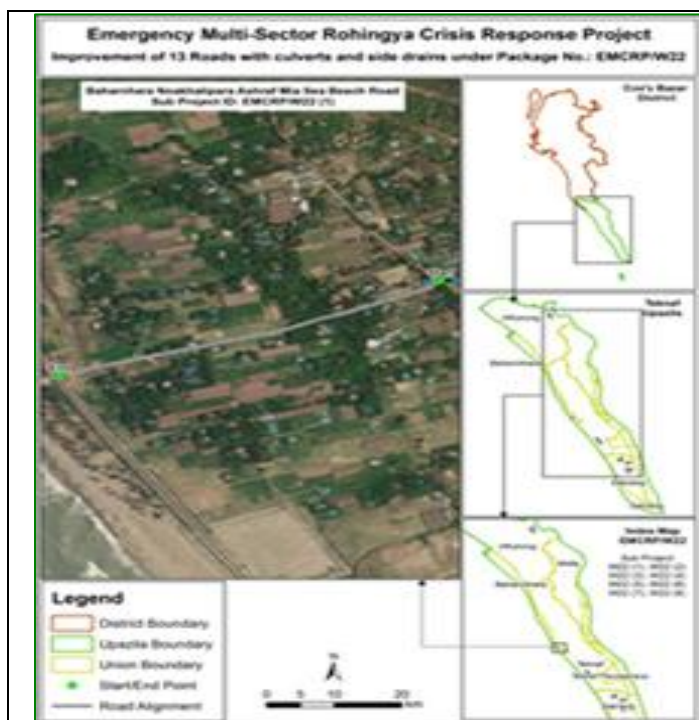
### 3. Map of Cox's Bazar District with Project Location



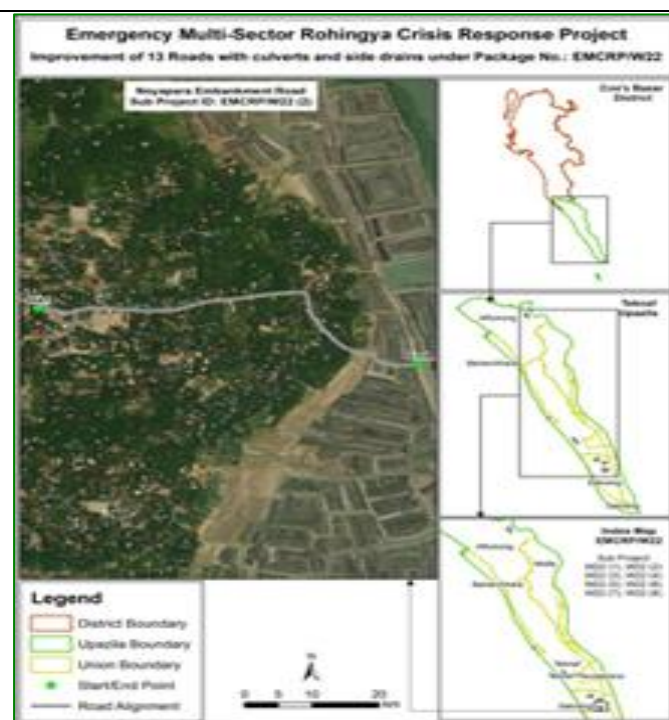
#### 4. Map of Sub-Project Location



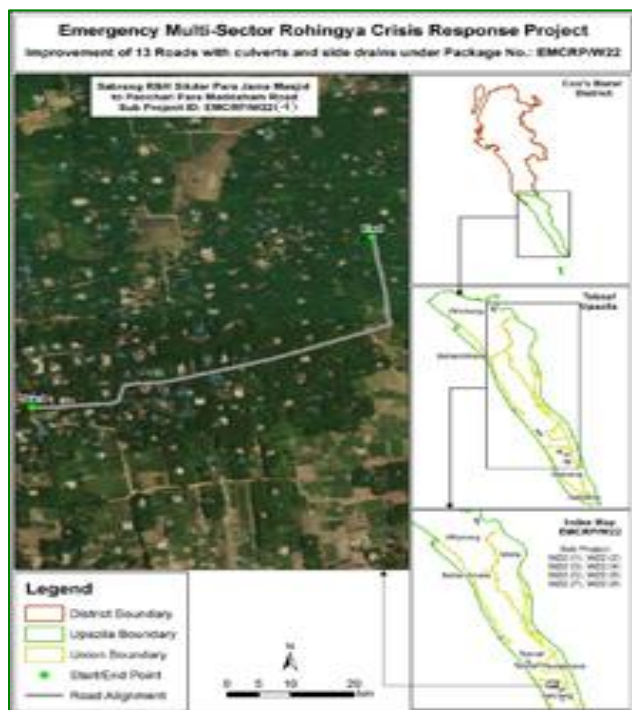




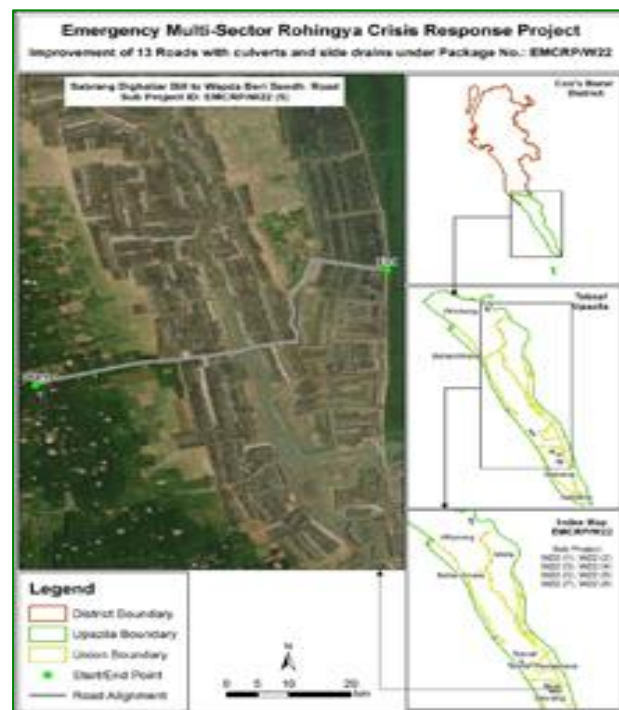
Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m. Package Number: EMCRP/W22.01 & Road ID: 422905058



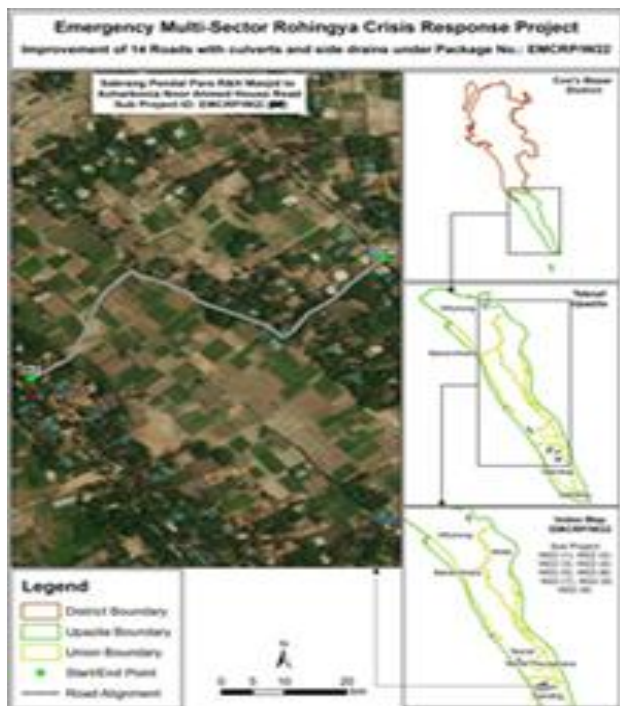
Improvement of Noya Para embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m. Package Number: EMCRP/W22.02 & Road ID: 422904035



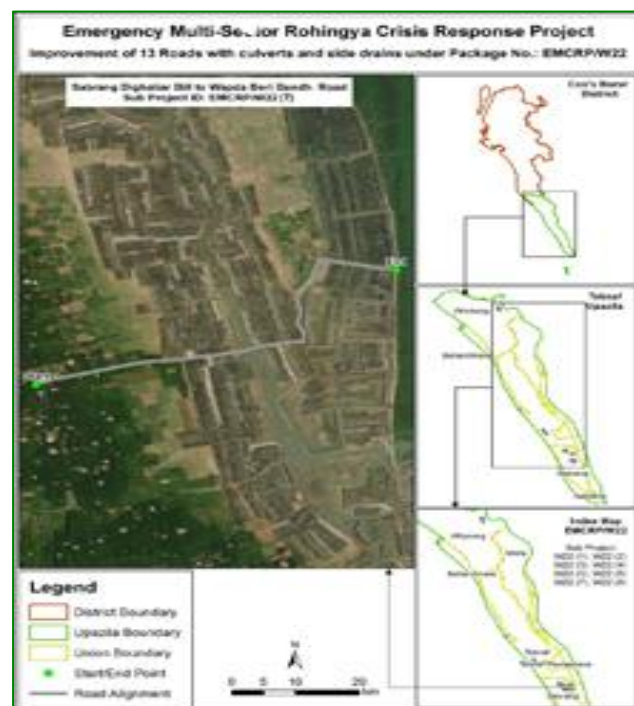
Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m. Package Number: EMCRP/W22.04 & Road ID: 422905113



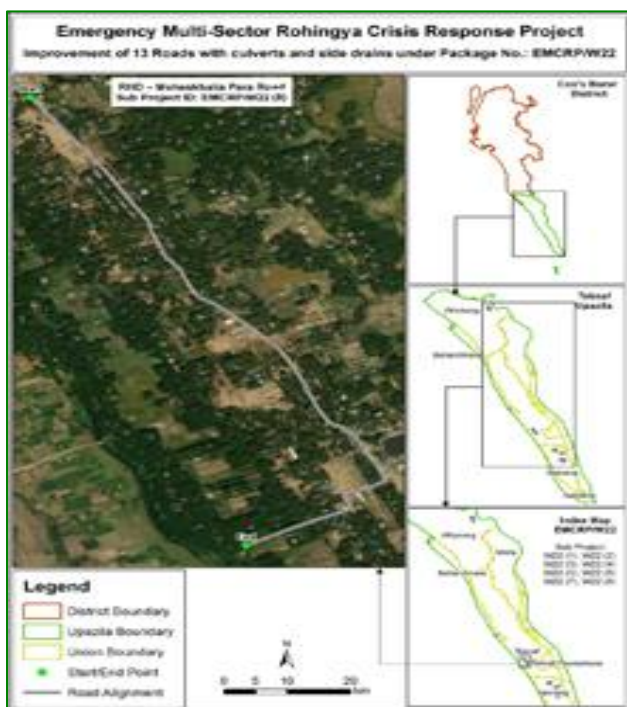
Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m. Package Number: EMCRP/W22.05 & Road ID: 422905020



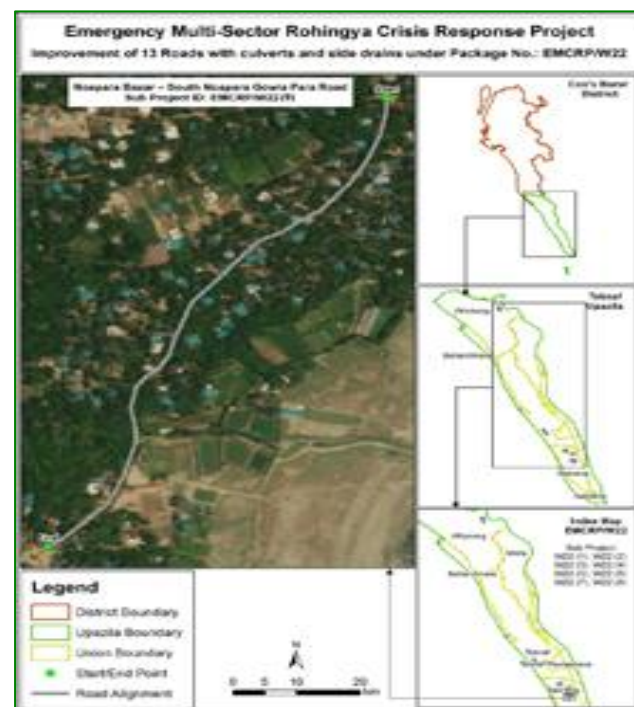
Improvement of Sabrang Pandal Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m. Package Number: EMCRP/W22.06 & Road ID: 422905119



Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m. Package Number: EMCRP/W22.07 & Road ID: 422904027

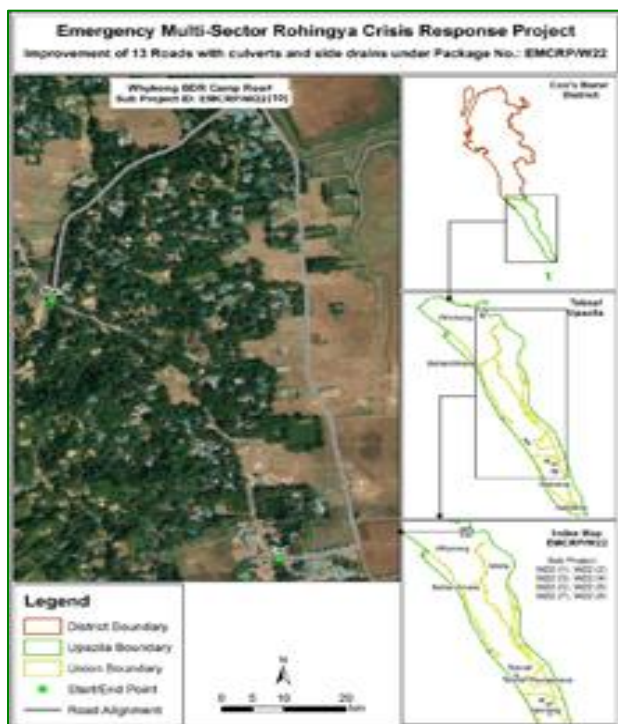


Improvement of RHD - Moheskhali Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m. Package Number: EMCRP/W22.08 & Road ID: 422904009

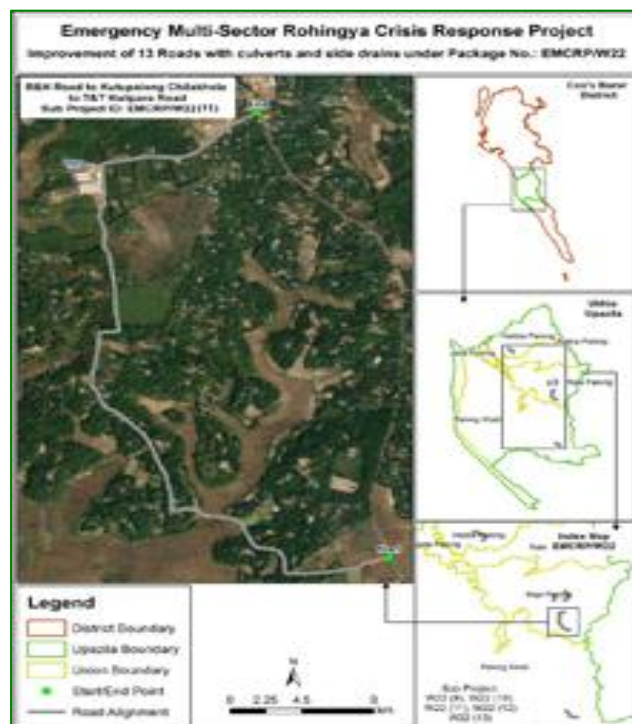


Improvement of NoaPara Bazar - South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m. Package Number: EMCRP/W22.09 & Road ID: 422904016

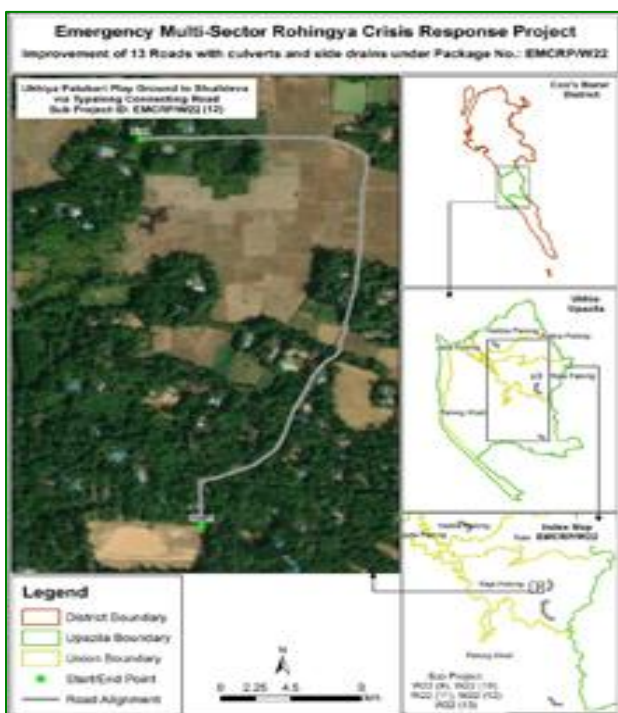




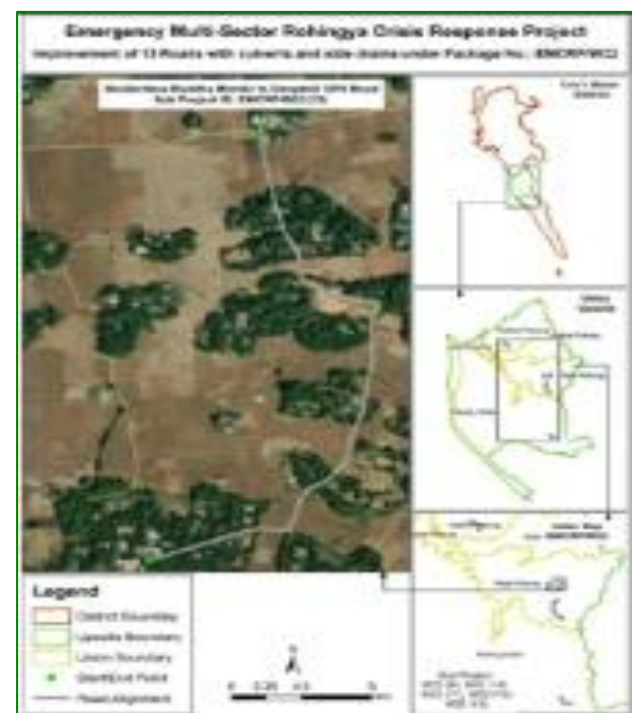
Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m. Package Number: EMCRP/W22.10 & Road ID: 422905055





Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m. Package Number: EMCRP/W22.11 & Road ID: 422944096



Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m. Package Number: EMCRP/W22.12 & Road ID: 422944098



Improvement of Shuildeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m. Package Number: EMCRP/W22.13 & Road ID: 422944099

 <p>Emergency Multi-Sector Rohingya Crisis Response Project Improvement of 13 Roads with culverts and side-drains under Package No.: EMCRP/W22</p> <p>Thainkhali – Rahamater Bill Road Road Project ID: EMCRP/W22(14)</p> <p>Legend</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 0.25 0.5 1 km</p>	 <p>Emergency Multi-Sector Rohingya Crisis Response Project Improvement of 13 Roads with culverts and side-drains under Package No.: EMCRP/W22</p> <p>Ratna Palong Sabak Rumka Road Road Project ID: EMCRP/W22(15)</p> <p>Legend</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 0.25 0.5 1 km</p>
<p>Improvement of Thainkhali – Rahamater bill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1190m. Package Number: EMCRP/W22.14 &amp; Road ID: 422944011</p>	<p>Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1016m. Package Number: EMCRP/W22.15 &amp; Road ID: 422945002</p>

## 5. Methodology:

A team consisting of Social and Environment Specialists of PMU and Design & Supervision Consultant (D&SC) visited the sub-projects of package-EMCRP/W-22 and conducted Focus Group Discussion (FGD) with relevant stakeholders and participated in formal and informal interactions with the local communities. 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 (KI) 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 alignment, it's a government land and no land acquisitions are required proposed road construction. Screening of the sites also confirms that road construction will not affect any structures, community properties or any 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 is required. Social Screening Surveys (SSS) confirmed that no trees require to cut off or no structures of CRP will be affected.

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

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

- Businesses and community services (e.g., churches, community centers, and parks) experienced an important impact when they are removed or relocated. This also have a major impact in some communities.
- When the road is open to use then there are many negative impacts also for some residents living near the road which includes increased noise, pollution and safety impacts.
- Rapid changes in the price of necessary goods due to influxes workers. It also leads to abrupt changes to livelihood systems.
- 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 & members, local communities are consulted by several meeting which are reflected in consultation out comes in table-2.

EMCRP/W-22 comprising 14 (fourteen) sub projects within the host community of Ukhiya & Teknaf Upazila under Cox's Bazar district and present condition of these roads are various categories such as earthen/BFS/RCC/BC are poor conditions and narrow. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use these roads due to muddy and potholes. Even vehicles could not ply along the road. 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 health and others government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; older people, PWD (Persons with Disability), women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the roads 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 (kutchha). Due to muddy and potholes through the roads is currently unusable during rainy season. Local community and users have informed the survey team that, in rainy season/foggy condition many accidental incidents have been occurred, especially sick and pregnant women are facing difficulty to passing along the roads. Detail in Annex-3-16.

### **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, movement 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 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 is 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 in Bangladesh and poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure approach of social safety net.



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

## 6.8. Impact Mitigation Measures:

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

In addition, the contractor will make sure walkways are clearly marked with signage as a walkway. All walkways shall be provided with good conditions with ease of movement and adequate space. **See details in Annex-17.**

## 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 254 numbers participants were attended in the consultation meeting shown in table -1. The social safeguard team of EMCRRP 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. Fifty-three (**53**) participants (Union Parishad Chairman & Members) and two hundred one (**201**) 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, 08/12/2020, 09/12/2020, 10/12/2020, 12/12/2020 & 13/12/2020	Union Parishad Chairman & members	35	18	53
2	07/12/2020, 08/12/2020, 09/12/2020, 10/12/2020, 11/12/2020, 12/12/2020, 13/12/2020 & 14/12/2020	Local Stakeholders (Host Communities)	182	19	201
Total participants			217	37	254



**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 HHs	Have any Vulnerable HHs/Severely affected HHs along the alignment	If vulnerable HHs are identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHs members as unskilled labor during construction if they wanted to.
Improvements of local business facilities	Local Business facilities will be increased after road development?	Yes, after road development economic transaction as well as business related communication will be increased, which will contribute the national economy.
Grievance redress committee	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well grievance management procedures by GRC to resolve sub project related grievances if arise. People can entries their grievances by written in a register book preserved in Upazila engineering office.
structure	Any structure will affect?	No structures were identified within the RoW during the screening. However, if any structures are identified affected during implementation, compensation will be paid following the guidelines of RPF.
land	Except RoW any additional land will be required?	Sub project will be implemented with existing roads. So, additional land will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
livelihood	Livelihood will be hampered?	Livelihood will not be hampered.
CPR	Any Community properties will affect? Or if affected what sort of mitigation measures will take by LGED	Mosque, temple, historical and cultural establishments will not be affected partially or entirely for the sub-project's implementation.
Trees	Any Trees will affect?	Project will avoid cutting any trees. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
Business loss	Any permanent or temporary business will be affected?	During screening, there are no business is identified with the proposed RoW. However, there are few shops outside the proposed RoW. If they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for daily local skill and unskilled labour.
Road safety	During construction work accident may occur, have any plan to mitigate these issues.	Yes, Road safety will be maintained strictly. Before start work contractor will arrange a safety related orientation for staff and local community.

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

Sub Package Number	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
W.22 (22.01)	Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road	13/12/2020	Noakhali Para Kobra Bazar (Zakir Hossain's shop)	12	0	12	<p>The following issues were discussed during the consultation meeting with Community and Institutional stakeholder;</p> <ol style="list-style-type: none"> <li>1. Who will responsible/coordinate with construction work?</li> <li>2. Who will monitor the activities?</li> <li>3. Will ensure Safety issues within construction area?</li> <li>4. Asked about GBV or other harassments.</li> <li>5. Have any scopes to entry any grievances?</li> <li>5. During construction to need additional private land for temporary basis?</li> <li>6. Livelihood of local people will be hampered?</li> <li>7. Have any scope for local labour?</li> <li>8. Road will be blocked during construction work.</li> </ol>	<p>LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&amp;S Consultants and PMU safeguard team also be responsible for coordination and monitoring of the progress of all aspects. Health and safety training shall be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers. Also inform to participants that LGED will implement these sub projects with community participants and have scope to complain any grievances to UZ level GRC. No land acquisition will be required as road will be improved on existing</p>
W.22 (22.02)	Improvement of NoyaPara embankment Road	09/12/2020	South NayaPara (Kebatulullah Store)	14	0	14		
W.22 (22.04)	Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road	09/12/2020	SikdarPara, Saidul's Shop, Sabrang	14	0	14		
W.22 (22.05)	Improvement of Sabrang Sikder Para-Road	09/12/2020	Mayer Doah Store, Sabrang	14	0	14		
W.22 (22.06)	Improvement of Sabrang Pandal Para-R&H masjid to Acharbonia Noor Ahmed house Road	14/12/2020	Jasim Uddin's shop, PandelPara	12	0	12		
W.22 (22.07)	Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road	12/12/2020	Moulovi Abdul Hakim's Shop, Dubai Kalu Miah's House Moar	10	01	11		
W.22 (22.08)	Improvement of RHD – Moheskhali Para road	10/12/2020	Lengurbil, Tourist market	13	0	13		
W.22 (22.09)	Improvement of NoaPara Bazar – South NoaPara Gowla Para road	09/12/2020	GulerPara (Yakub's Shop)	13	0	13		

W.22 (22.10)	Improvement of Whykong BDR Camp road	12/12/2020	Eunus' Shop, Whykong	13	0	13	alignment, which is entirely government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work. No, there are no livelihood of local people will be hampered; even contractor shall 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. So, road will not be blocked.
W.22 (22.11)	Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road	08/12/2020	In front of the Buddhist crematorium, Kutupalong WestPara	18	05	23	
W.22 (22.12)	Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road	08/12/2020	Rumons's Store, Shoulerdeva	14	0	14	
W.22 (22.13)	Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road	08/12/2020	Manjur's Shop, West Dorgahbil Government Primary School	09	08	17	
W.22 (22.14)	Improvement of Thainkhali - Rahamaterbill Road	08/12/2020	In Front of Moulovi Abul Hossain	12	05	17	
W.22 (22.15)	Improvement of Ratna Palong Sabak Rumka Road	07/12/2020	Farid Showdagar's Shop, Baro Bill	14	0	14	
<b>Total participants</b>				<b>182</b>	<b>19</b>	<b>201</b>	

The key outputs of stakeholder consultation meeting are (See Annex-21 to 34):

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, 341 Labors (skill and unskilled) may be generated per day during construction work for the

14 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 labor (No)	Days	Total active working days
Package Number: EMCRP/W22.01 & Road ID: 422905058	Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m.	570	11	270	2970
Package Number: EMCRP/W22.02 & Road ID: 422904035	Improvement of NoyaPara embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m.	1441	29	270	7830
Package Number: EMCRP/W22.04 & Road ID: 422905113	Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m.	792	16	270	4320
Package Number: EMCRP/W22.05 & Road ID: 422905020	Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m.	900	18	270	4860
Package Number: EMCRP/W22.06 & Road ID: 422905119	Improvement of Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m.	710	14	270	3780
Package Number: EMCRP/W22.07 & Road ID: 422904027	Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m.	1245	25	270	6750

Package Number: EMCRP/W22.08 & Road ID: 422904009	Improvement of RHD – Moheskhali Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m.	1995	40	270	10800
Package Number: EMCRP/W22.09 & Road ID: 422904016	Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m.	985	20	270	5400
Package Number: EMCRP/W22.10 & Road ID: 422905055	Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m.	1544	31	270	8370
Package Number: EMCRP/W22.11 & Road ID: 422944096	Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m.	2351	47	270	12690
Package Number: EMCRP/W22.12 & Road ID: 422944098	Improvements of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m.	738	15	270	4050
Package Number: EMCRP/W22.13 & Road ID: 422944099	Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m.	1201	24	270	6480
Package Number: EMCRP/W22.14 & Road ID: 422944011	Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1190m.	1190	24	270	6480
Package Number: EMCRP/W22.15 & Road ID: 422945002	Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m.	1365	27	270	7290
Grand Total =		17027	341		92070

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

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

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

- Implementing a communication strategy with the community, community leaders and local government in relation to COVID-19 issues on the site.

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

- Obtaining adequate supplies of medical PPE, including gowns, aprons, curtains, medical/non-medical fabric masks and respirators (N95, KN95 or FFP2); gloves (medical and heavy duty for cleaners); eye protection (goggles or face screens); hand washing soap and sanitizer; and effective cleaning equipment. Where relevant PPE cannot be obtained, the plan should consider viable alternatives, such as cloth masks, alcohol-based cleansers, hot water for cleaning and extra handwashing facilities, until such time as the supplies are available.
- Training medical staff on the latest WHO advice and recommendations on the specifics of COVID-19.
- Conducting enhanced cleaning arrangements, including thorough cleaning (using adequate disinfectant) of catering facilities/canteens/food/drink facilities, latrines/toilets/showers, common areas, including door handles, floors and all surfaces that are touched regularly.
- Training and providing cleaning staff with adequate PPE when cleaning consultation rooms and facilities used to treat infected patients.
- Implementing a communication strategy/plan to support regular communication, accessible updates and clear messaging to health workers, regarding the spread of COVID-19 in nearby locations, the latest facts and statistics, and applicable procedures.

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





## 10. Traffic Management:

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

## 11. Monitoring System:

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

## 12. Grievance Redress:

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

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



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

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

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

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

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

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

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

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

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

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

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

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



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

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 skilled and unskilled) at their construction work as good number of unskilled workers would be required.</li> </ul>	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and

	<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>			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 the satisfactory level after discussion with communities.</li> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC

Site Selection & implementing interventions: Human-elephant conflict	<ul style="list-style-type: none"> <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 procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all the work place equipment.</li> </ul>	Construction stage	Construction Contractor	

	<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. 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 traffic management and awareness.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> <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	<ul style="list-style-type: none"> <li>• Awareness building program will be taken on social safety matters through</li> </ul>	Construction stage	Construction	Social & Environmental

the RCC roads	<p>providing training from the project before commencement.</p> <ul style="list-style-type: none"> <li>At the same time, compliance will be ensured by the contractors.</li> </ul>		Contractor	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, and electrical shocks.</li> <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</li> </ul>	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC

	<p>fit for purpose and carry valid inspection certificates and insurance requirements.</p> <ul style="list-style-type: none"> <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 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>• 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,</li> </ul>			
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	<p>antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site.</p> <ul style="list-style-type: none"> <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 PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities.</li> <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</li> </ul>	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution

	the diversion. <ul style="list-style-type: none"> <li>• Recording and reporting of accident incidents to local police station</li> <li>• Annual reporting of accident figures to PSC</li> </ul>			
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>• Pollution from waste materials</li> <li>• Health &amp; Safety risks to workers and local community/ DRPs</li> </ul>	<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

## 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. 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 package-EMCRP/W-22 comprising 14 sub projects are safely and highly recommended.

**Annex-01: At a Glance Key Findings by Social Screening of 14 (Fourteen) Sub Project's under package number EMCRP/W22 (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 Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m.	Package Number: EMCRP/W22.01 & Road ID: 422905058	Bituminous Carpeting (BC) Road	Teknaf Upazila in Cox's Bazar district	0.570	Government land	No	No	No	No	No	Done	Recommended for implementation
02	Improvement of Noya Para embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m.	Package Number: EMCRP/W22.02 & Road ID: 422904035	Bituminous Carpeting (BC) Road	Do	1.441	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m.	Package Number: EMCRP/W22.04 & Road ID: 422905113	Bituminous Carpeting (BC) Road	Do	0.792	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m.	Package Number: EMCRP/W22.05 & Road ID: 422905020	Bituminous Carpeting (BC) Road	Do	0.900	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Improvement of Sabrang Pandal Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m.	Package Number: EMCRP/W22.06 & Road ID: 422905119	Bituminous Carpeting (BC) Road	Do	0.710	Government land	No	No	No	No	No	Done	Recommended for implementation

SI #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
06	Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m.	Package Number: EMCRP/W22.07 & Road ID: 422904027	Bituminous Carpeting (BC) Road	Teknaf Upazila in Cox's Bazar district	1.245	Government land	No	No	No	No	No	Done	Recommended for implementation
07	Improvement of RHD – Moheskhali Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m.	Package Number: EMCRP/W22.08 & Road ID: 422904009	Bituminous Carpeting (BC) Road	Do	1.995	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation
08	Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m.	Package Number: EMCRP/W22.09 & Road ID: 422904016	Bituminous Carpeting (BC) Road	Do	0.985	Government land	No	No	No	No	No	Done	Recommended for implementation
09	Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m.	Package Number: EMCRP/W22.10 & Road ID: 422905055	Bituminous Carpeting (BC) Road	Do	1.544	Government land	No	No	No	No	No	Done	Recommended for implementation
10	Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m.	Package Number: EMCRP/W22.11 & Road ID: 422944096	Bituminous Carpeting (BC) Road	Ukhiya Upazila in Cox's Bazar district	2.080	Government land	No	No	No	No	No	Done	Recommended for implementation

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
11	Improvements of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m.	Package Number: EMCRP/W22.1 2 & Road ID: 422944098	Bituminous Carpeting (BC) Road	Ukhiya Upazila in Cox's Bazar district	0.738	Government land	No	No	No	No	No	Done	Recommended for implementation
12	Improvement of Shuildeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m.	Package Number: EMCRP/W22.1 3 & Road ID: 422944099	Bituminous Carpeting (BC) Road	Do	1.201	Government land	No	No	No	No	No	Done	Recommended for implementation
13	Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1190m.	Package Number: EMCRP/W22.1 4 & Road ID: 422944011	Bituminous Carpeting (BC) Road	Do	1.190	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation
14	Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m.	Package Number: EMCRP/W22.1 5 & Road ID: 422945002	Bituminous Carpeting (BC) Road	Do	1365	Government land	No	No	No	No	No	Done	Recommended for implementation

**Description of 22.01, 22.02, 22.04, 22.05, 22.06, 22.07, 22.08, 22.09, 22.10, 22.11, 22.12, 22.13, 22.14 & 22.15 (According to field Visit)**

SI #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
01	Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m.	Package Number: EMCRP/W22.0 1 & Road ID: 422905058	Teknaf Upazila	Latitude Value: 20° 54' 49.3554" N Longitude Value: 92° 13' 59.3394" E	Latitude Value: 20° 54' 43.344" N Longitude Value: 92° 13' 41.3214" E	-	570	13/12/2020	10.30 AM	Baharchara 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</li> </ul>
								13/12/2020	12.10 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
02	Improvement of NoyaPara embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m.	Package Number: EMCRP/W22.0 2 & Road ID: 422904035	Do	Latitude Value: 20° 48' 30.6354" N Longitude Value: 92° 18' 45.072" E	Latitude Value: 20° 48' 22.608" N Longitude Value: 92° 19' 26.292" E	-	1441	09/12/2020	09.00 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								09/12/2020	10.00 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
03	Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham	Package Number: EMCRP/W22.0 4 & Road ID: 422905113	Do	Latitude Value: 20° 49' 42.7542" N Longitude Value: 92° 18' 5.6982" E	Latitude Value: 20° 49' 54.282" N Longitude Value: 92° 18' 24.0294" E	-	792	09/12/2020	09.00 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								09/12/2020	10.00 AM	Sub-Project Area	Local Stakeholders (Host Communities)	

	Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m.											effective and dynamic strategy to complete the work before Monsoon.
04	Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m.	Package Number: EMCRP/W22.0 5 & Road ID: 422905020	Do	Latitude Value: 20° 49' 42.0996" N Longitude Value: 92° 18' 5.6982" E	Latitude Value: 20° 49' 37.275" N Longitude Value: 92° 18' 30.7512" E	-	900	09/12/2020	09.00 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	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.
								09/12/2020	12.05 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
05	Improvement of Sabrang Pandal Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m.	Package Number: EMCRP/W22.0 6 & Road ID: 4229051 19	Do	Latitude Value: 20° 49' 19.866" N Longitude Value: 92° 18' 15.5484" E	Latitude Value: 20° 49' 13.8354" N Longitude Value: 92° 18' 1.281" E	-	710	09/12/2020	09.00 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	Local Stakeholders (Host Communities): - • Host communities are main stakeholders are main driving forces as well as major stake in project implementation. In consultation with Host communities the following aspect came out that should address properly for the betterment of the project implementation; • Existing alignment should use to improvement of roads. • Community people are
								14/12/2020	03.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
06	Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh	Package Number: EMCRP/W22.0 7 & Road ID: 422904027	Do	Latitude Value: 20° 49' 10.9986" N Longitude Value: 92° 18' 43.4988" E	Latitude Value: 20° 49' 24.2286" N Longitude Value: 92° 19' 16.2624" E	-	1245	09/12/2020	09.00 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								12/12/2020	11.00 AM	Sub-Project Area	Local Stakeholders (Host	

	Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m.										Communities)	very much eager to see improved road where improved facilities will remain inbuilt.
07	Improvement of RHD – Moheskhali Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m.	Package Number: EMCRP/W22.08 & Road ID: 422904009	Do	Latitude Value: 20° 52' 25.2228" N Longitude Value: 92° 16' 0.8178" E	Latitude Value: 20° 51' 38.16" N Longitude Value: 92° 16' 18.84" E	-	1995	10/12/2020	10.30 AM	Teknaf Sadar union Parishad	Local government Representatives (Union Parishad Chairman & members)	<ul style="list-style-type: none"> <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>
								10/12/2020	03.40 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
08	Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m.	Package Number: EMCRP/W22.09 & Road ID: 422904016	Do	Latitude Value: 20° 48' 24.465" N Longitude Value: 92° 19' 10.8222" E	Latitude Value: 20° 48' 4.8234" N Longitude Value: 92° 18' 59.076" E	-	985	09/12/2020	09.00 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								09/12/2020	01.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
09	Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m.	Package Number: EMCRP/W22.10 & Road ID: 422905055	Do	Latitude Value: 21° 7' 15.2538" N Longitude Value: 92° 11' 37.7406" E	Latitude Value: 21° 6' 59.148" N Longitude Value: 92° 11' 49.38" E	-	1544	12/12/2020	09.00 AM	Whykong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								12/12/2020	10.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	

10	Improvement of R&H road to Kutupalong Chilahola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m.	Package Number: EMCRP/W22.1 1 & Road ID: 422944096	Ukhiya Upazila	Latitude Value: 21° 13' 26.7342" N Longitude Value: 92° 9' 41.4282" E	Latitude Value: 21° 14' 12.717" N Longitude Value: 92° 9' 30.4446" E	-	2351	08/12/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								08/12/2020	11.15 AM	Sub-Project Area	Local Stakeholders (Host Communities)
11	Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m.	Package Number: EMCRP/W22.1 2 & Road ID: 422944098	Do	Latitude Value: 21° 14' 36.8016" N Longitude Value: 92° 9' 4.1004" E	Latitude Value: 21° 14' 52.5984" N Longitude Value: 92° 9' 2.0982" E	-	738	08/12/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								08/12/2020	10.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)
12	Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from	Package Number: EMCRP/W22.1 3 & Road ID: 422944099	Do	Latitude Value: 21° 14' 39.048" N Longitude Value: 92° 9' 25.092" E	Latitude Value: 21° 15' 5.4714" N Longitude Value: 92° 9' 30.6102" E	-	1201	08/12/2020	10.00 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)
								08/12/2020	12.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)









	Ch. 00 to Ch. 1201m.										
13	Improvement of Thainkhali - Rahamater bill Road by Bituminous Carpeting (BC) from Ch. 500 to Ch. 1690m.	Package Number: EMCRP/W22.1 4 & Road ID: 422944011	Do	Latitude Value: 21° 10' 4.8576" N Longitude Value: 92° 9' 31.3194" E	Latitude Value: 21° 9' 46.6194" N Longitude Value: 92° 9' 58.0278" E	-	1190	08/12/2020	02.0 PM	Palongkhali union Parishad	Local government Representatives (Union Parishad Chairman & members)
								08/12/2020	04.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)
14	Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m.	Package Number: EMCRP/W22.1 5 & Road ID: 422945002	Do	Latitude Value: 21° 17' 7.944" N Longitude Value: 92° 6' 41.544" E	Latitude Value: 21° 17' 30.4794" N Longitude Value: 92° 6' 19.746" E	-	1365	07/12/2020	11.00 AM	Halodiapalo ng union Parishad	Local government Representatives (Union Parishad Chairman & members)
								07/12/2020	03.05 PM	Sub-Project Area	Local Stakeholders (Host Communities)

**Crest / Top width of Package of 22.01, 22.02, 22.04, 22.05, 22.06, 22.07, 22.08, 22.09, 22.10, 22.11, 22.12, 22.13, 22.14 & 22.15 (According to field Data)**

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
01	Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m.	Package Number: EMCRP/W22.01 & Road ID: 422905058	Teknaf Upazila	0.6	3.7	0.6	4.9	
02	Improvement of Noya Para embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m.	Package Number: EMCRP/W22.02 & Road ID: 422904035	Do	0.6	3.7	0.6	4.9	
03	Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m.	Package Number: EMCRP/W22.04 & Road ID: 422905113	Do	0.6	3.7	0.6	4.9	
04	Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m.	Package Number: EMCRP/W22.05 & Road ID: 422905020	Do	0.6	3.7	0.6	4.9	
05	Improvement of Sabrang Pandal Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m.	Package Number: EMCRP/W22.06 & Road ID: 422905119	Do	0.6	3.7	0.6	4.9	
06	Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m.	Package Number: EMCRP/W22.07 & Road ID: 422904027	Do	0.6	3.7	0.6	4.9	
07	Improvement of RHD – Moheskhalia Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m.	Package Number: EMCRP/W22.08 & Road ID: 422904009	Do	0.6	3.7	0.6	4.9	

Sl #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
08	Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m.	Package Number: EMCRP/W22.09 & Road ID: 422904016	Teknaf Upazila	0.6	3.7	0.6	4.9	
09	Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m.	Package Number: EMCRP/W22.10 & Road ID: 422905055	Do	0.6	3.7	0.6	4.9	
10	Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m.	Package Number: EMCRP/W22.11 & Road ID: 422944096	Ukhiya Upazila	0.6	3.7	0.6	4.9	
11	Improvements of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m.	Package Number: EMCRP/W22.12 & Road ID: 422944098	Do	0.6	3.7	0.6	4.9	
12	Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m.	Package Number: EMCRP/W22.13 & Road ID: 422944099	Do	0.6	3.7	0.6	4.9	
13	Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 500 to Ch. 1690m.	Package Number: EMCRP/W22.14 & Road ID: 422944011	Do	0.6	3.7	0.6	4.9	
14	Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m.	Package Number: EMCRP/W22.15 & Road ID: 422945002	Do	0.6	3.7	0.6	4.9	

**Annex-02: Pictures of Existing View & location of 14 (Fourteen) Sub-Projects under package number EMCRP/W22, LGED.**

	
<p>Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m. Package Number: EMCRP/W22.01 &amp; Road ID: 422905058</p>	<p>Improvement of Noya Para embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m. Package Number: EMCRP/W22.02 &amp; Road ID: 422904035</p>
	
<p>Improvement of Sabrang R&amp;H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m. Package Number: EMCRP/W22.04 &amp; Road ID: 422905113</p>	<p>Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m. Package Number: EMCRP/W22.05 &amp; Road ID: 422905020</p>
	
<p>Improvement of Sabrang Pendal Para-R&amp;H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m. Package Number: EMCRP/W22.06 &amp; Road ID: 422905119</p>	<p>Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m. Package Number: EMCRP/W22.07 &amp; Road ID: 422904027</p>



	
<p>Improvement of RHD – Moheskhali Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m. Package Number: EMCRP/W22.08 &amp; Road ID: 422904009</p>	<p>Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m. Package Number: EMCRP/W22.09 &amp; Road ID: 422904016</p>
	
<p>Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m. Package Number: EMCRP/W22.10 &amp; Road ID: 422905055</p>	<p>Improvement of R&amp;H road to Kutupalong Chilakhola to T&amp;T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m. Package Number: EMCRP/W22.11 &amp; Road ID: 422944096</p>
	
<p>Improvements of Ukhiya Patabari play ground to Shuildeva via Tupalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m. Package Number: EMCRP/W22.12 &amp; Road ID: 422944098</p>	<p>Improvement of Shuildeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m. Package Number: EMCRP/W22.13 &amp; Road ID: 422944099</p>
	
<p>Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 500 to Ch. 1690m. Package Number: EMCRP/W22.14 &amp; Road ID: 422944011</p>	<p>Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m. Package Number: EMCRP/W22.15 &amp; Road ID: 422945002</p>

**Annex-03: Social Screening of Baharchara Noakhali Para Ashraf Mia sea beach Road (Package Number: EMCRP/W22.01)**

**Local Government Engineering Department (LGED)**

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

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

**Section A: Sub-Project Overview**

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

One Broken Brick Flat Soiling (BFS) road will be improved under the proposed sub-project (Improvement of Baharchora Noakhali Para Ashraf Mia Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m). It will be improved on existing alignment which is situated under 05 no Baharchara Union, Village- Noakhali Para, Ward-09 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Noakhali Para, Kobra Bazar Teknaf to Shaplapur LGED road at left side from East side to West side. The proposed road has started from the opposite side of the martial arts training center of popular Bangladeshi actor Elias Cobra. Starting point GPS Coordinates: Latitude Value: 20° 54' 49.3554" N & Longitude Value: 92° 13' 59.3394" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Petrol Pump (500m), Graveyard (15m), Army Cottage (40m). At South side Apdedai Madrassa (300m), Karitash Cyclone Center (300m), Noakhali GPS (350m), Fountain of Bagguna (350m), Jhonor Pahar (300m), Rohamania Madrassa (200m), Old Shagorparer Madrassa (250m), Kader Hossain Fokirer Mazar (350m), Rahmania Madrassa (200m), Big Graveyard (50m), Bagguna Boro Graveyard (350m), Bagguna Bazar (300m), Konabazar (15m). At East side Ghoramorar Pahar (1000m), Noakhali Forest (985m), Dhalarasta Mosque (150m). At West side Ajeja Kashim Ulum Madrassa (10m), Marin Drive (5m) ending point. 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 Baharchora Noakhali Para Ashraf Mia Sea beach Road is categorized as a village road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 570m. The proposed road is situated under 05 no Baharchara Union, Village- Noakhali Para, Ward-09 of Teknaf Upazila in Cox's Bazar District. Ending point GPS Coordinates: Latitude Value: 20° 54' 43.344" N & Longitude Value: 92° 13' 41.3214" E.

Package summery of Proposed Baharchora Noakhali Para Ashraf Mia Sea beach Road works are mentioned below;

- Improvement of Site facilities work on Baharchara Noakhali Para Ashraf Mia sea beach Road.
- Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by earth work from Ch 00-570.0m
- Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting work from Ch 00-570.0m
- Construction of 01 No cross drain (0.750 x 0.750) at ch.250.0m.
- Constructions of 03 Nos. cross drain of size (0.975 x 0.975) at Ch 290 m, 321.0m & Ch 388.0m.
- Construction of 83.0m Toe wall (Height: 2.0m & 3.0m) at different Chainages.
- Construction of 122.0m RCC U- Drain works at different Chainages.
- Construction of Road Safety & Environmental Mitigation work on Baharchara Noakhali Para Ashraf Mia sea beach Road.

Important Features of Sub-project Location	
Road ID	422905058
Package No:	EMCRP/W22.01
District	Cox's Bazar
Upazila	Teknaf
Union	05 no. Baharchara
WARD	09
Proposed Chainage	570m
Distance from Upazila Head quarter	08 Km
Present Condition of Road	Broken Brick Flat Soling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 54' 49.3554" N Longitude Value: 92° 13' 59.3394" E
Road Ending Point Coordinates	Latitude Value: 20° 54' 43.344" N Longitude Value: 92° 13' 41.3214" E
Land ownership	Government Land

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

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

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

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> For the remaining period of the project, In the based on FGD approximately 11 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 08 will be unskilled workforces. No foreign workers will 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 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> According to the Union Parishad and local's community, the size of local population of the sub-project area is near about 6280. Out of 6280 population, 3214 are males and 3066 are females. The total number of families is 946.</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 are no Rohingya people near this proposed road. The Rohingya camp is 08/10km 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 communicating in the project area. Near about around 8,000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><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 community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 270 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 BC road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road

				& government relevant department has given their consent to intend the road improvement.
3. Is the ownership status and current usage of land to be required temporary known?	√			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Brick Flat Soling (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 improvement of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<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				

<p>proposed policy or project?</p> <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 commodities 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. They will be able to go in the cyclone shelter in order better facilities.</li> <li>• 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.</li> <li>• All connecting road and culvert within the catchment area of road need to construct above flood level standard.</li> </ul>

**Annex-04: Social Screening of Noya Para embankment Road (Package Number: EMCRP/W22.02)**  
**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:**

NoyaPara Embankment Road will be Improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1441m. 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 Sabrang Union, Village- South NoyaPara, Ward-06 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from NoyaPara Bazar (Rejaul Karim's Shop) from West side to East side. This proposed road (starting point) is near Al-Arafa-Islami Bank at left side. Starting point GPS Coordinates: Latitude Value: 20° 48' 30.6354" N & Longitude Value: 92° 18' 45.072" E

There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side NoyaPara Ghatkul Mosque (10m), Beriband (20m to ending point), Nuf River (200m to ending point). At South side all House Hold. At East side NoyaPara Notun Mosque (30m), NoyaPara BGB Camp (500m), Beribad (980m), Naf River (1000m), NoyaPara Post Office (20m), Forest Office (10m). At West side Noya Para GPS (10m), Noya Para High School (10m), Noya Para Graveyard (25m), Poribar Kollan Hospital (30m), Darud Bhiya Madrassa (20m), NoyaPara Bazar (5m), NoyaPara Boro Mosque (100m). 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 NoyaPara Embankment Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 1441m at Village-South NoyaPara, Union- South Sabrang, Ward-06. of Teknaf Upazila in Cox's Bazar District. Ending point GPS Coordinates: Latitude Value: 20° 48' 22.608" N & Longitude Value: 92° 19' 26.292" E.

Package summery of Proposed NoyaPara Embankment Road works are mentioned below;

- Improvement of NoyaPara embankment Road by earth work from Ch 00-1441.0m.
- Improvement of NoyaPara embankment Road by Bituminous carpeting work from Ch.00 to Ch.1441.0m.
- Construction of 02 No cross drain (0.975 x 0.975) at CH 206m & Ch 769m.
- Construction of 01 no Box Culvert of size 2vent: 4.5m x 4.5m at Ch. 1395.0m
- Construction of 01 no. 4.0 mx3.5 m RCC Box culvert at Ch 1235.0m
- Construction of 121.0m RCC U- Drain works at different chainages.
- Construction of 232.0m Protection work by Palisading (3.0m & 5.0m long pre-cast RCC post) at different chainages.
- Construction of Road Safety & work Environmental Mitigation work on NoyaPara embankment Road.

Important Features of Sub-project Location	
Road ID	422904035
Package No:	EMCRP/W22.02
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	06
Proposed Chainage	1441m
Distance from Upazila Head quarter	10 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: 20° 48' 30.6354" N Longitude Value: 92° 18' 45.072" E
Road Ending Point Coordinates	Latitude Value: 20° 48' 22.608" N Longitude Value: 92° 19' 26.292" E
Land ownership	Government Land

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

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

**Answer:**

The proposed Sub-project Noya Para Embankment 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 29 skilled and unskilled workforces are expected to be required for the construction work. Among them 07 will be skilled and 22 will be unskilled workforces. No foreign workers will 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</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 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> According to the Union Parishad and local's community, the size of local population of the sub-project area is 12760. Out of 12760 populations, 6150 are males and 6608 are females. The total number of families is 2200.</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 person near this proposed road. The Rohingya camp is 17km 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 the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 5,000/7,000 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;</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 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 community?</p> <p><b>Answer:</b> The expected duration of the incoming workers duration is about 01 years 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 Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			✓			No land will be required to intend Proposed BC road construction.
2. Is the site for land taking known?			✓			BC road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?			✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Bituminous Carpeting (BC), Herring Bone Bond (HBB) Broken 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?				✓		<b>N/A</b> , 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 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? [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>				
<b>13: Who are the stakeholders of the project?</b> <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.				
<b>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</b> <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.				
<b>15: Are project objectives consistent with their needs, interests and capacity?</b> <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
<b>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</b> <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.

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

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

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

**Annex-05: Social Screening of Sabrang R&H Sikder Para Jame Masjid to Panchari Para Maddaham Road (Package Number: EMCRP/W22.04)**

**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:**

Sabrang R&H SikderPara Jame Masjid to Panchari Para Maddaham Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improvement under the proposed sub-project (Improvement of Sabrang R&H SikderPara Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 792m). Based on field survey, this proposed road is at present Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated under Sabrang union, Village- Sabrang SikderPara, Ward-04, Mouza- Sabrang of Teknaf Upazila under Cox's Bazar District. The proposed road has started from the shop of mayer dua store of SikderPara of Sabrang R&H Road to Shahporirdwip BC road and ended Maddam PanchoriPara road stretching 792 meters from north side to south Side. From the Starting to the end of the proposed road, there are two connecting roads, namely (1) SikderPara Connection Road and (2) Acharbunia Connection Road. This road 2 KM away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 20° 49' 42.0996" N & Longitude Value: 92° 18' 5.6982" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side sabrang SikderPara bazar (50m). Paschim panchori Para Jame Mosque and graveyard (300m). At west side sabrang high school (30m), sabrang GPS (30m) & sabrang SikderPara central Jame mosque, madrasha and graveyard (20m). At south side (pendolPara Jame mosque and Madrasha (70m), utor Acharbunia Jame mosque and madrasha (20m), dumchori chara (100m) and LajirPara Jame mosque, Madrasha and graveyard (150m). At east side PanchariPara Jame mosque, Madrasha and graveyard (150m), Panchori Chara (10m) and Naf river (1 Km). 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 Sabrang R&H SikderPara Jame masjid to Panchari Para Maddaham Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 49' 37.275" N & Longitude Value: 92° 18' 30.7512" E.

Package summery of proposed works are mentioned below;

Proposed safety structures for road Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by earth work from Ch 00-792.0m. Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous carpeting work from Ch.00 to Ch.792.0m. Construction of 02 No cross drain (0.975 x 0.975) at CH 634m & Ch 775m on Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road. Construction of 01 no Box Culvert of size 2vent: 2.0m x 2.0m at Ch. 1395.0m on Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham. Construction of Road Safety work on Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road. Construction of Environmental Mitigation work on Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road.

Important Features of Sub-project Location	
Road ID	422905113
Package No:	EMCRP/W22.04
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	04
Proposed Chainage	792m
Distance from Upazila Head quarter	6 Km
Present Condition of Road	Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 49' 42.0996" N Longitude Value: 92° 18' 5.6982" E
Road Ending Point Coordinates	Latitude Value: 20° 49' 37.275" N Longitude Value: 92° 18' 30.7512" 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 Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham 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 16 skilled and unskilled workforces are expected to be required for the construction work. Among them 4 will be skilled and 12 will be unskilled workforces.</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</p>

	<p>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 sizes of local population in the project area are near about 4250. Male- 2050 and Female- 2200. The total numbers of families are near about 850.</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 11 km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</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 20,00 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	<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>

with the local community could create adverse impacts?	<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> </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 HBB, 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		✓		No standing crops, trees and fixed assets

fixed assets due to land acquisition?				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, students, teacher, religious leader and implementing agencies and their agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities 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> </ul>				

- 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/broken Herring-bone Bond (HBB)/ Broken Brick Flat Soiling (BFS) 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 BC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodities due to 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
- Upzila 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 Sabrang Sikder Para-Road (Package Number: EMCRP/W22.05)**

### **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:**

Sabrang SikderPara Broken Herring-bone Bond (HBB) & Broken Brick Flat Soiling (BFS) Road will be improvement under the proposed sub-project (Improvement Sabrang SikderPara Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 900 m). Based on field survey, this proposed road is at present Broken Herring-bone Bond (HBB) and Broken Brick Flat Soiling (BFS). It will be improved on existing alignment which is situated under Sabrang union, Village- Sabrang SikderPara and Acharbunia, Ward-04, Mouza- sabrang of Teknaf Upazila under Cox's Bazar District. The proposed road has started from Sabrang R&H Road to Shahporirdwip BC road and ended lajirPara naya Para road stretching 900 meters from west side to east Side. From the Starting to the end of the proposed road, there are two connecting roads, namely (1) Moddam SikderPara Connection Road and (2) PanchoriPara Connecting Road . This road 2 KM away from



Marine drive road. Starting point GPS Coordinates: Latitude Value: 20° 49' 42.0996" N & Longitude Value: 92° 18' 5.6982" E. There are some important socio-cultural, archaeological and religious components along the road length (within 1km) including are at North side sabrang SikderPara bazar(60m).paschim panchori Para Jame Mosque and graveyard(300m). At west side sabrang high school(40m),sabrang GPS (40m) & sabrang SikderPara central Jame mosque, madrasha and graveyard (30m). At south side (pendolPara Jame mosque and Madrasha (70m), utor Acharbunia Jame mosque and madrasha (20m), dumchori chara (10m) and LajirPara Jame mosque, Madrasha and graveyard (150m). At east side PanchariPara Jame mosque, Madrasha and graveyard (150m), Panchori Chara (10m) and Naf river (1 Km). 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 Sabrang SikderPara Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 49' 37.275" N & Longitude Value: 92° 18' 30.7512" E.

Package summery of proposed road works are mentioned below;

Proposed safety structures for road are Improvement of Sabrang Sikder Para-Road by earth work from Ch 00-900.0m. Improvement of Sabrang Sikder Para-Road by Bituminous carpeting work from Ch.00 to Ch.900.0m. Construction of 02-Vent 01 no.2.5mx2.5m RCC Box culvert at Ch 527.0m on Sabrang Sikder Para-Road. Construction of 212.0m Toe wall (Height 1.5m) and 15.0m Palisading work (Brick) on Sabrang Sikder Para-Road. Construction of Road Safety work on Sabrang Sikder Para-Road. Construction of Environmental Mitigation work on Sabrang Sikder Para-Road.

<b>Important Features of Sub-project Location</b>	
Road ID	422905020
Package No:	EMCRP/W22.05
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	04
Proposed Chainage	900m
Distance from Upazila Head quarter	06 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: 20° 49' 42.0996" N Longitude Value: 92° 18' 5.6982" E
Road Ending Point Coordinates	Latitude Value: 20° 49' 37.275" N Longitude Value: 92° 18' 30.7512" 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 Sabrang SikderPara 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?  <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 18 skilled and unskilled workforces are expected to be required for the construction work. Among them 5 will be skilled and 13 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?  <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> 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?  <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?  <b>Answer:</b> The sizes of local population in the project area are near about 4250. Male- 2544 and Female- 2756. The total numbers of families are near about 1060.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp 27 is 11 km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <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?  <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 2500 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> </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 HBB& BFS.
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 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, students, teacher, religious leader and implementing agencies and their				

agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities.
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <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> 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 Broken Herring-bone Bond (HBB)/Broken Brick Flat Soiling (BFS) 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 BC 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>• Upzila 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-07: Social Screening of Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road (Package Number: EMCRP/W22.06)**

**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:**

Sabrang Pental Para R&H masjid to Acharbonia Noor Ahmed house road Broken Herring-bone Bond (HBB) & earthen will be improvement under the proposed sub-project (Improvement of Sabrang Pental Para R&H masjid to Acharbonia Noor Ahmed house road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 710m). Based on field survey, this proposed road is at present Broken Herring-bone Bond (HBB) & earthen. It will be improved on existing alignment which is situated under Sabrang union, Village- Sabrang Pental Para Ward-05, Mouza- Sabrang of Teknaf Upazila under Cox's Bazar District. The proposed road has started from the Sabrang Pental Para R&H Road to Shahporirdwip BC road and ended Acharbonia road stretching 710 meters from east side to west Side. From the Starting to the end of the proposed road, there are one connecting roads. This road 2 KM away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 20° 49' 19.866" N & Longitude Value: 92° 18' 15.5484" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at north side LegiPara mosque (500m), Pental Para mosque (650m), Sabrang GPS (700m), Sabrang High School (750m), Autogas filling station (300m), Sabrang central mosque, madrasah & graveyard (800m); at south side a pond (500m); at south-east side Sabrang UP office (300m), Sabrang Madrasah (300m), Sabrang bazar (475m); at east side Digliar bill mosque (1km) and at west side a khal (650m). 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 Sabrang Pental Para R&H masjid to Acharbonia Noor Ahmed house road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 49' 13.8354" N & Longitude Value: 92° 18' 1.281" E.

Package summery of proposed road works are mentioned below;

Proposed safety structures for road Improvement of Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road by earth work from Ch 00-710.0m. Improvement of Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous carpeting work from Ch.00 to Ch.710.0m. Construction of 03 Nos. cross drain of size (0.975 x 0.975) at Ch 90 m, 220.0m & Ch 608.0m on Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road. Construction of 03-Vent 01 no.3.0mx2.0m RCC Box culvert at Ch 308.0m on Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road. Construction of 81.0m Palisading work (Brick) on Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road. Construction of Road Safety work on Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road. Construction of Environmental Mitigation work on Sabrang Pental Para-R&H masjid to Acharbonia Noor Ahmed house Road.

Important Features of Sub-project Location	
Road ID	422905119
Package No:	EMCRP/W22.06
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	05
Proposed Chainage	710m
Distance from Upazila Head quarter	7 Km
Present Condition of Road	Broken Herring-bone Bond (HBB) & earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 49' 19.866" N Longitude Value: 92° 18' 15.5484" E
Road Ending Point Coordinates	Latitude Value: 20° 49' 13.8354" N Longitude Value: 92° 18' 1.281" 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 Sabrang Pandal Para R&H masjid to Acharbonia Noor Ahmed house 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?  <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 14 skilled and unskilled workforces are expected to be required for the construction work. Among them 4 will be skilled and 10 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?  <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</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 2750. Male- 1350 and Female- 1400. The total numbers of families are near about 550.</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 10 km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><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 1200/1300 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> </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 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 other productive assets due to land		✓		No question of land acquisition. So, agricultural and other productive assets

acquisition?				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, students, teacher, religious leader and implementing agencies and their agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities 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/broken HBB 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 BC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their commodities due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upzila 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-08: Social Screening of Sabrang Dighaliar bill to Wapda Beri Bandh Road (Package Number: EMCRP/W22.07)**

**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:**

Sabrang Dighaliar bill to Wapda Beri Bandh Road Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen will be improvement under the proposed sub-project (Improvement Sabrang Dighaliar bill to Wapda beri badth Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1245m). Based on field survey, this proposed road is at present Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated under Sabrang union, Villages- Digaliar bill and Acharbunia, Ward-05, Mouza- Sabrang of Teknaf Upazila in Cox's Bazar District. The proposed road has started from the dubai kalu Miar barir more digaliar bill village of Noya Para to Mog Para Bituminous Carpeting (BC) road and ended Wapda Beri Bandh of Naf river, stretching 1245 meters from west side to east Side. From the Starting to the end of the proposed road, there are no internal connecting road. This road 2.5 KM away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 20° 49' 10.9986" N & Longitude Value: 92° 18' 43.4988" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Achar bunia mosque (800m) and BGB observation Tower (200m). At west side Sabrang UP office, Mosque and market (850m). At south side (Digaliar bill Jame mosque, Madrasha and graveyard (150m), BGB camp (500m). At east side Naf river (20m) and Myanmar hill & border. Crossing donir khal north to south. there is available paddy cultivation land, salt cultivation land and shrimp & prawn cultivation land both side of the road. 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 Sabrang digaliar bill wapda Beri Bandh Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 49' 24.2286" N & Longitude Value: 92° 19' 16.2624" E.

Package summery of proposed road works are mentioned below;

Proposed safety structures for road are Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by earth work from Ch00-1245.0m. Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous carpeting work from Ch. 00 to1245.0m. Construction of 02 No cross drain (0.975 x 0.975) at CH 395m & Ch 795m on Sabrang Dighaliar bill to Wapda Beri Bandh Road. Construction of 02-Vent 01 no. 4.5mx3.5m RCC Box culvert at Ch 1220.0m on Sabrang Dighaliar bill to Wapda Beri Bandh Road. Construction of Road Safety work on Sabrang Dighaliar bill to Wapda Beri Bandh Road. Construction of Environmental Mitigation work on Sabrang Dighaliar bill to Wapda Beri Bandh Road.

Important Features of Sub-project Location	
Road ID	422904027
Package No:	EMCRP/W22.07
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang

WARD	05
Proposed Chainage	1245m
Distance from Upazila Head quarter	8 Km
Present Condition of Road	Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 49' 10.9986" N Longitude Value: 92° 18' 43.4988" E
Road Ending Point Coordinates	Latitude Value: 20° 49' 24.2286" N Longitude Value: 92° 19' 16.2624" 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 Sabrang Digaliar Bill to Wapda Beri Bandh 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 25 skilled and unskilled workforces are expected to be required for the construction work. Among them 6 will be skilled and 19 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><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</p>

	<p>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 5450. Male- 2750 and Female- 2700. The total numbers of families are near about 1100.</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 12km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</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 300 local community and outsiders use the road daily. In harvest period road user is increased.</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> </ul>



	<ul style="list-style-type: none"> <li>• Crisis of vehicles and movement problem from one place to another.</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?  <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?  <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?  <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 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 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, paddy cultivator, shrimp cultivator, salt cultivator, students, teacher, BGB, 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.				
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 Broken Herring-bone Bond (HBB)/Broken Brick Flat Soiling (BFS)/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.

**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 Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

#### **Annex-09: Social Screening of RHD – Moheshkhali Para road (Package Number: EMCRP/W22.08)**

### **Local Government Engineering Department (LGED)**

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

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

#### **Section A: Sub-Project Overview**

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

One Broken Bituminous Carpeting (BC), Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) & Broken Reinforced cement concrete (RCC) road will be improved under the proposed sub-project (Improvement of RHD – Moheshkhali Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m). It will be improved on existing alignment which is situated at Teknaf Sadar union, ward no.-03, Mouza-Lengur Bill in Ukhiya Upazila of Cox's Bazar District. The proposed road is mainly used by people from seven villages. The names of the villages are South Lengur Bill, Adarsha village, Tulatuli, MoheshkhaliPara, South Lambari, North Lengur, North Lambari respectively. This proposed road has started from South Lengur Bill Tourist Bazar on Shaplapur Teknaf RHD stretching 1995 meters from South side to North side. The last end of the road merges with MoheshkhaliPara to Sea Beach Road. The name of the last end is Moshjidul Waledain North MoheshkhaliPara Mosque and Forkania Madrasa. From the Starting to the end of the proposed road, there are 05 connecting roads, namely (1) Shaplapur Bazar Connecting Road (2) BDR Road Connecting Road (3) Tulatuli Connecting Road (4) Natun Kallan Para Connecting Road & (5) South Lambari Connecting Road. This proposed road is 1.50 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side South Lengur Bill Tourist Bazar(10m), Tourist Bazar Jame Mosque (80m), at south side MoheshkhaliPara Kashemul Uloom Baro Madrasa & Mosque (500m), Moheshkhali Para Baro Graveyard (500m),

Moheshkhali Para GPS (750m), Hamaja Jame Mosque (05m), Moulavi Anwar Market (05m) & Battali Bazar (05m), at East side Lengur Bill Baro Graveyard, Lengur Bill Baro Madrasa, Mosque, Pond (130m), BGB Camp (1 Km.), BGB High School (1 km.), BGB Auditorium (1 Km.), Lengur Bill Jame Mosque & Madrasa (600m), Talim Uddin Nurani Madrasa (650m), New Constructed Politechnic Institute (1 Km.), Meher Miar Khal (10m), Sufia Khuria Dhakhil Madrasa (700m), Kallan Para GPS (900m), Old Community center s Baro Dghi (100m), Union Parishad Complex Bhaban (50m) & Nitong Hill (01 Km.), at West side Lengur Bill GPS Cum Cyclone Center (30m), Marine Drive (700m), Bay of Bengl (750m), Adarsha Gram Mosque & Madrasa (100m), Tulatoli Modinatul Baro Mosque, Maddrasa & Graveyard (50m), Tulatoli old Graveyard (150m), Tulatoli New Graveyard (05m), Tutoli Non Register Primary School (60m), Moshjidul Waledain North Moheshkhali Para Forkania Madrasa (15m). 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 RHD – Moheshkhali Para road is situated at Teknaf Sadar union, ward no.-03, Mouza-Lengur Bill in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 52' 25.2228" N & Longitude Value: 92° 16' 0.8178" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water 04 No cross drain (0.975 x 0.975) at Ch. 1627m, 1843m, 1889m & Ch.1986m, 90.0m Toe wall (height 1.5m) at different chainage will be constructed as well as for road safety work. Ending point GPS Coordinates: Latitude Value: 20° 51' 38.16" N & Longitude Value: 92° 16' 18.84" E.

Important Features of Sub-project Location	
Road ID	422904009
Package No:	EMCRP/W22.08
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf Sadar
WARD	03
Proposed Chainage	1995m
Distance from Upazila Head quarter	03.00 Km
Distance from Marine Drive	1.50 Km
Present Condition of Road	Broken Bituminous Carpeting (BC), Broken Herring Brick Bond (HBB), Broken Brick Flat Soiling (BFS) & Broken Reinforced cement concrete (RCC)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 52' 25.2228" N Longitude Value: 92° 16' 0.8178" E
Road Ending Point Coordinates	Latitude Value: 20° 51' 38.16" N Longitude Value: 92° 16' 18.84" 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 40 skilled and unskilled workforces are expected to be required for the construction work. Among them 10 will be skilled and 30 will be unskilled workforces.</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 no skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <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 or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area is near about 27328. Both are Male 51.50% and Female 48.50%. Total Households-4880.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> This proposed sub project is total host community, so there are no Rohingya people near the proposed road. The nearest Rohingya camp is 30 Km. away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <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; local and outsiders are keeping communication in the project area for many</p>

	<p>reasons. Near about 9,000 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, 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 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?	√			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 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				

<p><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></p>
<p>13: Who are the stakeholders of the project?</p> <p><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.</p>
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p><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> 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>20: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p><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;</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 local 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</li> </ul>



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-10: Social Screening of NoaPara Bazar – South NoaPara Gowla Para road (Package Number: EMCRP/W22.09)**

### **Local Government Engineering Department (LGED)**

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

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

### **Section A: Sub-Project Overview**

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

NoaPara Bazar-South NoaPara Gowla Para Road will be Improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 985m). Based on field survey, this proposed road is at present broken Herring Bone Bond (HBB) and Earthen. It will be improved on existing alignment which is situated under 04 no. of Sabrang Union, Village- GolarPara Lafarguna, Ward-03 & 06 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from NoaPara opposite house of Jolil Master stretching 985 meters from South side to North side. Starting point GPS Coordinates: Latitude Value: 20° 48' 24.465" N & Longitude Value: 92° 19' 10.8222" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side NoaPara GPS (500), Al-Haj High School (500), NoaPara Family Planning Hospital (450m), Daruttor Mia Madrassa (600m), NoaPara Graveyard (550m), Furkania Madrassa (700m), Union Parishod (1000m). At South side Khalia Khali GPS (1000m), Tholilia Hefjokhana (10m), Lafarguna Chora (500m), Asatul ulum Madrassa (20m). At East side Naf River (800m), BGB (700m), Darus Sakawa Madrassa (300m), Nurani KG Madrassa (200m), Solt yard (500m). At West side UttarPara Graveyard (150m), Mohosin Mia Jame Mosque (15m), Kobiria Islami Madrassa (25m), Grl's High School (400m). 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:**

NoaPara Bazar-South NoaPara Gowla Para Road is categorized as a village road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 985m in 04 no. of Sabrang Union, Village- GolarPara Lafarguna, Ward-03 & 06 of Teknaf Upazila in Cox's Bazar District. Ending point Haria Hali near of Kobir Member's House. GPS Coordinates: Latitude Value: 20° 48' 4.8234" N & Longitude Value: 92° 18' 59.076" E. Package summery of proposed road works are mentioned below;

- Improvement of NoaPara Bazar – South NoaPara Gowla Para-Road by earth work from Ch 00-985.0m
- Improvement of NoaPara Bazar – South NoaPara Gowla Para-Road by Bituminous carpeting work from Ch.00 to Ch.985.0m
- Construction of 158.0m L-drain at different chainages.
- Construction of Road Safety & Environmental Mitigation work on NoaPara Bazar – South NoaPara road.

#### **Important Features of Sub-project Location**

Road ID	422904016
Package No:	EMCRP/W22.09
District	Cox's Bazar
Upazila	Teknaf

Union	04 no. Sabrang
WARD	03 & 06
Proposed Chainage	985m
Distance from Upazila Head quarter	08.5 Km.
Present Condition of Road	Broken Herring Bone Bond (HBB) and Earthen.
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 48' 24.465" N Longitude Value: 92° 19' 10.8222" E
Road Ending Point Coordinates	Latitude Value: 20° 48' 4.8234" N Longitude Value: 92° 18' 59.076" 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 is located within GolarPara village. Some other villages named Lafarguna, Haria Hali, NoyaPara etc. within one kilometer. No historical sites were found. Not required to relocate local community. Some Household Boundary made of bamboo and tin may need adjustments. That is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project but earlier Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.	

### Section B: Social Screening

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

	<p>the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><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 area.</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 8525. Male- 4011 and Female- 4514. The total numbers of families are near about 1550.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 10/12km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><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 the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 4000/5000 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. The local workforces and hired workers from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to</p>

	<p>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> The expected duration of the incoming workers duration is about 01 years 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 Herring Bone Bond (HBB) Broken 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		✓		<b>N/A</b> , no additional land will be

residential land due to land acquisition?				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? [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 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.
- Different types of diseases may spread for over population.

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

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

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their 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-11: Social Screening of Whykong BDR Camp road under Ukhiya Upazila, District-Cox's Bazar Road (Package Number: EMCRP/W22.10)**

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

**Section A: Sub-Project Overview**

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

Whykong BDR Camp Road Under Ukhiya Upazila, District-Cox's Bazar Road will be Improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1544m. Based on field survey, this proposed road is at present broken Herring Bone Bond (HBB) and Earthen. It will be improved on existing alignment which is situated under Whykong Union, Village- Whykong BGB check post, Ward-02 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Cox's bazar-Teknaf High way, whykong opposite to BGB check post is present, before whykong bazar stretching 1544 meters from west side to East side. Starting point GPS Coordinates: Latitude Value: 21° 7' 15.2538" N & Longitude Value: 92° 11' 37.7406" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Uttar Para graveyard (175m), Mohos Mia Jame Mosque and Madrassa (15m), Kobir Mia Islami Madrassa (25m), Girl's High School (400m). At South side BGB Camp (05m), Whykong Bazar (20m), Whykong Police out post (850m), Whykong Crematorium (800m), Amtoli Mosque and Graveyard (600m). At East side Naf River (500m), Shrimp Farm (120m). At West side Hossain Mia Darul Kuran Mosque and Madrassa (15m), Holy Child KG School (325m), MajherPara Mosque (380m), Surjer Hashi Clinic (500m), Alhaj ali Asiya High School (500m), Whykong GPS (450m), Range Officer's Office (600m), Boddho Mondir (600m), Hindu Mondir (700m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

**Sub-project Location:**

Whykong BDR Camp Road Under Ukhiya Upozila, District-Cox's Bazar Road is categorized as a village/Rural road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 1544m in Teknaf Upazila of Cox's Bazar district. Ending point GPS Coordinates: Latitude Value: 21° 6' 59.148" N & Longitude Value: 92° 11' 49.38" E.

Package summery of propose road works are mentioned below;

- Improvement of Whykong BDR Camp Road by earth work from Ch 00-1544.0m
- Improvement of Whykong BDR Camp Road by Bituminous carpeting work from Ch.00 to Ch.1544.0m
- Construction of 05 No cross drain (0.975 x 0.975) at different chainages.
- Construction of 02 no Box Culvert of size 2.0m x 1.5.0m at Ch. 860.0m & Ch.1164.0m.
- Construction of 01 no Box Culvert of size 2.50m x 2.50m at Ch.605.0m.
- Construction of 105.0m Toe wall (height 1.0m & 2.0m) on Whykong BDR Camp Road.
- Construction of 297.0m RCC U- Drain works at different chainages.
- Construction of 184.0m L-drain and 50.0m Palasading (Brick) at different chainages.
- Construction of 97.0m Protection work by Palisading (5.0m long pre-cast RCC post) at different chainages.
- Construction of Road & Environmental Mitigation work on Whykong BDR Camp Road.

Important Features of Sub-project Location	
Road ID	422905055
Package No:	EMCRP/W22.10
District	Cox's Bazar
Upazila	Teknaf
Union	Whykong
WARD	02
Proposed Chainage	1544m
Distance from Upazila Head quarter	20 Km.
Present Condition of Road	Broken Herring Bone Bond (HBB) and Earthen
Road Type	Village/Rural Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 7' 15.2538" N Longitude Value: 92° 11' 37.7406" E
Road Ending Point Coordinates	Latitude Value: 21° 6' 59.148" N Longitude Value: 92° 11' 49.38" E
Land ownership	Government Land

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

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

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

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><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 31 skilled and unskilled workforces are expected to be required for the construction work. Among them 08 will be skilled and 23 will be unskilled workforces.</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> Unskilled labor is available and some skilled in this area; So, If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><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 14268. Male-6923 and Female-7345. Total Households-2460.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 03/04 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders? What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> From the observation, the frequency and extent of contact between the local community and outsiders Around 7000 to 8000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> There are no sensitive environmental conditions that need to be considering other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <p>Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming	<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</p>

workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>workforces and hired workers from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><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> The expected duration of the incoming workers duration is about 01 years 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 Proposed 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 construction.
3. Is the ownership status and current	✓			This is Government owned land and

usage of land to be required temporary known?				proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Herring Bone Bond (HBB) broken and Earthen (some).
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 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.
<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. They will be able to go in the cyclone shelter in order better facilities.</li> <li>• 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.</li> <li>• All connecting road and culvert within the catchment area of road need to construct above flood level standard.</li> </ul>

**Annex-12: Social Screening of R&H road to Kutupalong Chilakhola to T&T HaliPara Road (Package Number: EMCRP/W22.11)**

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

**Section A: Sub-Project Overview**

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

One Broken Herring Brick Bond (HBB) & Earthen road will be improved under the proposed sub-project (Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m). It will be improved on existing alignment which is situated at Rajapalong union, ward no.-09 & 06, Mouza-Wala in Ukhiya Upazila of Cox's Bazar District. The proposed road is mainly used by people from five villages. The names of the villages are Kutupalong West Para, Daliaghona, Maskaria, Mhadhur Chara, FoliaPara respectively. This proposed road has started from the corner of Ratan Master's land on Teknaf Cox's Bazar Highway stretching 2351 meters from East side to East side. The last end of the road merges with Teknaf Cox's Bazar Highway Road (opposite of T&T office), On the right side of the proposed road where it ends is the army camp and on the left side is Syed Noor's house. From the Starting to the end of the proposed road, there are 05 connecting roads, namely (1) Teknaf-Cox's Bazar Highway Connecting Road (2) Shiler Chara Connecting Road (3) Maskaria Connecting Road (4) Madhur chara Connecting Road & (5) Lambashia Connecting Road. This proposed road is 20.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Kutupalong Buddhis crematorium (05m), Kutupalong Hindu crematorium (05m), New Hindu Rohingya Camp (300m), Kutupalong Moyazobin Zabal Hefjokhana Madrasa & Mosque (400m), at south side Kutupalong High School (150m), Kutupalong GPS (200m), Kutupalong North Jame Mosque (400m), Kutupalong Noboday Buddhist Temple (300m), Kutupalong Bazar (01 Km.), Kutupalong South Jame Mosque & Graveyard (900m) & Kutupalong WestPara Hori Mondir (05m), at east side kutupalong Kinder Garten (150m), Kutupalong PurboPara Buddhis crematorium (350m), Corona Hospital (10m), Army Camp (10m), T&T Gussa Village (110m), Ukhiya Degree College (500m), Chandra Doai buddhis Bihar (700m), T&T office (200m), Baitush Sharaf Mosque, Hefzokhana & Madrasa (550m), Chala Chan Chara (880m), at west Side Madhur Chara (01 Km.), South Shiler Chara Mosque (10m), IOM Warehouse (05m), Mhadhur Chara Rohingya Camp ( 01 km.), Mascaria Chara (500m) & Lambashia Mosque (700m). 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 R&H road to Kutupalong Chilakhola to T&T HaliPara Road is situated at Rajapalong union, ward no.-9 & 06, Mouza-Walain Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21° 13' 26.7342" N & Longitude Value: 92° 9' 41.4282" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water 02 No cross drain (0.975 x 0.975) at CH 1670m & Ch 1765m, 02 no Box Culvert of size 2.50m x 2.50m at Ch.475.0m & Ch 605.0m, 01 no Box Culvert of size 3.50m x 3.0m at Ch.125.0m, 815.0m L-drain & 176.0m Protection work by Palisading (3.0m & 5.0 long precast RCC post) work at different chainage will be constructed as well as for road safety work. Ending point GPS Coordinates: Latitude Value: 21° 14' 12.717" N & Longitude Value: 92° 9' 30.4446" E.

**Important Features of Sub-project Location**

Road ID	422944096
Package No:	EMCRP/W22.11
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	09 & 06
Proposed Chainage	2351m

Distance from Upazila Head quarter	05.00 Km
Distance from Marine Drive	20.00 Km
Present Condition of Road	Broken Herring Brick Bond (HBB) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 13' 26.7342" N Longitude Value: 92° 9' 41.4282" E
Road Ending Point Coordinates	Latitude Value: 21° 14' 12.717" N Longitude Value: 92° 9' 30.4446" 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 47 skilled and unskilled workforces are expected to be required for the construction work. Among them 12 will be skilled and 35 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</p>

	temporary shed for accommodation for construction period. The size of workers shed will depend on the number of outside laborers.
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> The sizes of local population in the project area are near about 3550. Both are Male 51.50% and Female 48.50%. Total Households-570.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> This proposed sub-project belongs to the host community. No Rohingya lives on the side of a proposed road. The nearest Rohingya camp is 200m 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; local and outsiders are keeping communication in the project area for many reasons. Near about 3,500 local 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, 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?  <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?  <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> 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?  <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	<p>✓ Has the project authority and contractors conducted any consultation</p>

People	<p>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>
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#### Section B.2. Land acquisition and stakeholder screening

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



acquisition?				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 20 )</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>				
20: 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-13: Social Screening of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road (Package Number: EMCRP/W22.12)**

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

#### **Section A: Sub-Project Overview**

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

Ukhiya patabari Play ground to Shuildeva via Typalong connecting Road Broken Brick Flat Soiling (BFS) & Earthen road will be improvement under the proposed sub-project (Improvement Ukhiya patabari Play ground to Shuildeva via Typalong connecting Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 738m). 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 Rajapalong union, Villages- Paschim Shuildeva, purbo Shuildeva & Paschim Typalong, Ward-09, Mouza- Patabari in Cox's Bazar District. The proposed road has started from the Patabari playground and ended patabari kayang road stretching 738 meters from south side to west Side. From the Starting to the end of the proposed road, there is one connecting road, namely crematorium Connection Road. This road 1.5 KM away from Ukhiya Upzila head quarter. Starting point GPS Coordinates: Latitude Value: 21° 14' 36.8016" N & Longitude Value: 92° 9' 4.1004" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at south side Pata bari playground (5m). At west side patabari buddha Mondir (200m), Patabari GPS (180), Patabari ashram (200m) & Patabari mosque (180m). At east side shuildeva buddha Mondir (200m) and Kushalian kindergarten (170m). At south east side Ukhiya Degree college (400m). At north side shuildeva chora (50m), Beratram (repatram) buddha temple (30m), shuildeva cremation (500m),

Shuilerdeva 2no Pond (500m), Typalong hamida dhakil madrasha (800m) and Reju khal (30m). 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 Ukhiya patabari Play ground to Shuilerdeva via Typalong connecting Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21° 14' 52.5984" N & Longitude Value: 92° 9' 2.0982" E.

Package summery of proposed road works are mentioned below;

Proposed safety structures for road are Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting Road by earth work from Ch 00-738.0m. Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting Road by Bituminous carpeting work from Ch.00 to Ch.738.0m. Construction of 73.0m Toe wall (height 1.5m & 2.0m) on Ukhiya Patabari play ground to Shuildeva via Typalong connecting Road. Construction of 31.0m L-drain and 343.0m Palasading (Brick) work on Ukhiya Patabari play ground to Shuildeva via Typalong connecting Road. Construction of Road Safety work on Ukhiya Patabari plays ground to Shuildeva via Typalong connecting Road. Construction of Environmental Mitigation work on Ukhiya Patabari plays ground to Shuildeva via Typalong connecting Road.

<b>Important Features of Sub-project Location</b>	
Road ID	422944098
Package No:	EMCRP/W22.12
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	09
Proposed Chainage	738 m
Distance from Upazila Head quarter	1.5 Km
Present Condition of Road	Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 14' 36.8016" N Longitude Value: 92° 9' 4.1004" E
Road Ending Point Coordinates	Latitude Value: 21° 14' 52.5984" N Longitude Value: 92° 9' 2.0982" 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 Ukhiya patabari Play ground to Shuildeva via Typalong connecting 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

## 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 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 15 skilled and unskilled workforces are expected to be required for the construction work. Among them 4 will be skilled and 11 will be unskilled workforces.</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> 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?  <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?  <b>Answer:</b> The size of local population in the project area is near about 3300. Male- 1625 and Female- 1675. The total number of families is near about 550.</p> <p>✓ What is the size of the host Rohingya community?  <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 1km 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, Upazila and districts as well as Upazila head quarter 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; local and outsiders are keeping communication in the project area for many reasons. Near about 1000 local 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</p>

	<p>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> </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 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 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.				

<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <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> 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 Broken Brick Flat Soiling (BFS) / 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 Bituminous Carpeting (BC) 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>• Upzila 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-14: Social Screening of Shuilerdeva Buddha Mondir to Dargabill GPS Road (Package Number: EMCRP/W22.13)**

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

**Section A: Sub-Project Overview**

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

Shuilerdeva Buddha Mondir to Dargabill GPS Road will be Improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1201m. Based on field survey, this proposed road is at present Brocken Brick Flat Soling (BFS) and Earthen. It will be improved on existing alignment which is situated under 04 no. Rajapalong Union, Village- West Dorgabill, Ward-08, of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from Hatimura Road (Near Shuilerdeva Buddha Mondir) stretching 1201m meters from South side to North side. Starting point GPS Coordinates: Latitude Value: 21° 14' 39.048" N & Longitude Value: 92° 9' 25.092" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Dokanmura Jame Mosque (10m), DailPara GPS (1000m), Rejur Khal (50m), Dorga Palong GPS (600m), Dorga Palong Mosque (600m). At South side West Dorgabill GPS (10m), Lamberguna GPS (900m), Lamberguna Jame Mosque (850m), Ukhiya Degree College (300m), Baitus Shorof Jame Mosque (200m), Jambuillah Chora (200m). At East side Moddhom Dorgahbill Jame Mosque (500m), DokkhinPara Jame Mosque-Ekhdedai madrassa and Graveyard (800m). At West side Haru Munshi Bazar Jame Mosque (500m), West Dorgabill Mosque and Graveyard (500m), Shuilerdeva Buddha Mondir (10m), Patabari GPS (800m). 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 Ukhiya- Suilerdeva, Hatimora Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point in Dorgabeel Dokanmura area, close to Syed Nur Showdagar's Shop. Ending point GPS Coordinates: Latitude Value: 21° 15' 5.4714" N & Longitude Value: 92° 9' 30.6102" E.

Package summery of proposed road works are mentioned below;

- Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road by earth work from Ch 00-1201.0m
- Improvement of Shuilerdeva Buddha Mondir to Dargabill GPS Road by Bituminous carpeting work from Ch.00 to Ch.1201.0m.
- Construction of 01 No cross drain (0.975 x 0.975) at CH 390m.
- Construction of 01 no.3.0mx2.0m RCC Box culvert at Ch 1155.0m.
- Construction of 46.0m Toe wall (height 2.0m) at different chainages.
- Construction of 136.0m L-drain and 744.0m Palasading (Brick) work at different chainages.
- Construction of Road & Environmental Mitigation work on Shuilerdeva Buddha Mondir to Dargabill GPS Road.

Important Features of Sub-project Location	
Road ID	422944099
Package No:	EMCRP/W22.13
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong



WARD	08
Proposed Chainage	1201m
Distance from Upazila Head quarter	0.5 Km
Present Condition of Road	Broken Brick Flat Soling (BFS) and Earthen.
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 14' 39.048" N Longitude Value: 92° 9' 25.092" E
Road Ending Point Coordinates	Latitude Value: 21° 15' 5.4714" N Longitude Value: 92° 9' 30.6102" 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 Shuilerdeva Buddha Mondir toDagabill GPS 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 24 skilled and unskilled workforces are expected to be required for the construction work. Among them 06 will be skilled and 18 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 sizes of local population in the project area are near about 11000. Male- 5258 and Female- 5742. The total number of families is near about 2000.</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 05/06km 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 the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 6,000/7,000 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;</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</p>

	<p>the community?</p> <p>The expected duration of the incoming workers duration is about 01 years 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 some part of the road Brick Flat Soling (BFS) Broken 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?		✓		<b>N/A</b> , 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 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? <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.

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

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

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

## Annex-15: Social Screening of Thainkhali - Rahamaterbill Road (Package Number: EMCRP/W22.14)

### 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) & Earthen road will be improved under the proposed sub-project (Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1190m). It will be improved on existing alignment which is situated at Palongkhali union, ward no.-04 & 05, Mouza-Palongkhali in Ukhiya Upazila of Cox's Bazar District. The proposed road is mainly used by people from four villages. The names of the villages are Pandith Para, Ghajughona, Middle Rahamater Bill & South Rahamater Bill respectively. This proposed road has started from east side of Mr. Kasim House (located 500 meters away from Teknaf Cox's Bazar Highway) stretching 1190 meters from west side to East side. The last end of the road merges into DC Road, where Rahmater Bill Government Primary School cum Cyclone Center is located. From the Starting to the end of the proposed road, there are 06 connecting roads, namely (1) Rahamater Bill to Thainkhali High school field Connecting Road (2) Thainkhali North Rahamater Bill to DC road Connecting (3) South Rahmater Bill to North Rahamoter Bill (Dhamonkhali) Connecting Road (4) South Rahamoter Bill to Futibonia Arkan Connecting Road (5) South Rahamoter Bill to DC Connecting Road & (6) South Rahamoter Bill to North Rahomater Bill Jame Mosque Connecting Road. This proposed road is 14.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Rahamoter Bill Mosque (10m), Rohamoter Bill GPS (500m), Rahamania Jame Mosque (400m), North Rahomoter Bill Jame Mosque (300m), Pond (500m), Middle Rahamoter Bill Dakhil Madrasa x Jame Mosque (100m), at south side South Rahamoer Bill Graveyard (100m), South Rahamoer Bill Jame Mosque (100m), Thainkhali Khal (100m), at east side Naf River (100m) and at West side Thainkhali Bazar (500m), Chitter Khola Hill (500m), Thainkhali High School (600m), Thainkhali KG School (500m), Thainkhali Dhakil Madrasa (500m) & Thainkhali Union Parishad Complex (600m). 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 RHD-Moheshkhali Para road is situated at Palongkhali union, ward no.-04 & 05, Mouza-Palongkhali in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21° 10' 4.8576" N & Longitude Value: 92° 9' 31.3194" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water 03 No cross drain (0.975 x 0.975) at different chainages, 01 no Box Culvert of size 2.0m x 2.0m at Ch. 1154.0m, 69.0m Toe wall (Height: 2.0m & 3.0m) at different chainages, 502.0m L-drain and 179.0m Palisading (Brick) work at different chainages, 54.0m RCC U-Drain at different chainage will be constructed as well as for road safety work. Ending point GPS Coordinates: Latitude Value: 21° 9' 46.6194" N & Longitude Value: 92° 9' 58.0278" E.

Important Features of Sub-project Location	
Road ID	422944011
Package No:	EMCRP/W22.14
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	04 & 05
Proposed Chainage	1190m
Distance from Upazila Head quarter	13.00 Km
Distance from Marine Drive	14.00 Km
Present Condition of Road	Broken Herring Brick Bond (HBB) &

	Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 10' 4.8576" N Longitude Value: 92° 9' 31.3194" E
Road Ending Point Coordinates	Latitude Value: 21° 9' 46.6194" N Longitude Value: 92° 9' 58.0278" 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 24 skilled and unskilled workforces are expected to be required for the construction work. Among them 06 will be skilled and 18 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 no skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <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 or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area is near about 8500. Both are Male 51.50% and Female 48.50%. Total Households-1210.</p>

	<p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> This proposed sub-project belongs to the host community. No Rohingya lives on the side of a proposed road. The nearest Rohingya camp is 800m 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 the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about 4,500 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, 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 community people after finalization of contractor.</p>



	<p>✓ Are local people aware about the labors?  <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?  <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 resources, communal facilities and		✓		People access to communal facilities and services will not be hampered by the

services?				project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<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, 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>				
20: 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-16: Social Screening of Ratna Palong Sabak Rumka Road (Package Number: EMCRP/W22.15)**

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

**Section A: Sub-Project Overview**

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

Ratna Palong Sabak Rumka Road will be Improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 1020 - Ch. 2385m (1365m). Based on field survey, this proposed road is at present broken Herring Bone Bond (HBB) and broken Brick Flat Soling (BFS). It will be improved on existing alignment which is situated under Haludiapalong Union, Village- South Borobeel, Ward-07 of Ukhiya Upazila in Cox's Bazar District. The proposed road has started from opposite side of Buddha Mondir (Court Bazar-Bhalukia Road) which runs from South to North. Moreover, the road has a starting point at Ch: 1020m and Ended Ch: 2385m. Starting point GPS Coordinates: Latitude Value: 21° 17' 7.944" N & Longitude Value: 92° 6' 41.544" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side MouloviPara IslaMia Ali Madrassa (950m), MouloviPara Station Jame Mosque (900m). At South side Moddho Ratna Buddh Mondir (100m), Rotnapalong High School (500m). At East side South Borobeel GPS (400m), South Borobeel Station Jame Mosque and Hefjokhana (30m), South Borobeel old Jame Mosque (400m), Sayra GPS (500m), Rumkha palong Junier High School (500m), Borobeel Graveyard (400m). At West side Ajhar Mia Company Jame Mosque (10m), Madrassa (10m), MouloviPara Jame Mosquw (20m), Shabek Rumkha GPS (1000m), Chitahali Shoshan (900m), ClasiPara Jame Mosque (500m), Buddha Bihar (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 at under Haludiapalong Union, Village- South Borobeel, Ward-07 of Ukhiya Upazila in Cox's Bazar District. Ending point GPS Coordinates: Latitude Value: 21° 17' 30.4794" N & Longitude Value: 92° 6' 19.746" E.

Package summary of proposed road works are mentioned below;

- Improvement of Ratna Palong Sabak Rumka Road by earth work from Ch 1020.0m to Ch 2385.0m.
- Improvement of Ratna Palong Sabak Rumkal Road by Bituminous carpeting work from Ch.1020 to Ch.2385.0m.
- Construction of 01 No cross drain (0.975 x 0.975) at Ch 1304.0m.
- Construction of 02 no Box Culvert of size 2.0m x 1.5.0m at Ch. 1046.0m & Ch.1952.0m
- Construction of 01 no.3.0mx2.0m RCC Box culvert at Ch 2235.
- Construction of 34.0m Toe wall (height 1.5m) at different chainages.
- Construction of 372.0m L-drain & 129.0m Palisading (3.0m & 5.0m long RCC post) at different chainages.
- Construction of Environmental Mitigation work on Ratna Palong Sabak Rumka Road.

Important Features of Sub-project Location	
Road ID	422945002
Package No:	EMCRP/W22.15
District	Cox's Bazar
Upazila	Ukhya
Union	Haludiapalang
WARD	07
Proposed Chainage	1365m
Distance from Upazila Head quarter	06 Km
Present Condition of Road	Broken Herring Bone Bond (HBB) & Broken Brick Flat Soling (BFS)
Road Type	Rural Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 17' 7.944" N Longitude Value: 92° 6' 41.544" E
Road Ending Point Coordinates	Latitude Value: 21° 17' 30.4794" N Longitude Value: 92° 6' 19.746" E
Land ownership	Government Land

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

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

**Answer:** The proposed Sub-project Ratna Palong Sabek Rumka 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	✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?

<p>to the project location, and will the influx be considered significant for the local community?</p>	<p><b>Answer:</b> There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the project. If contractors have need then some skilled workforces may be hired from the outside. In construction work approximately 27 skilled and unskilled workforces are expected to be required for the construction work. Among them 07 will be skilled and 20 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> Unskilled labor is available and some skilled in this area; So, If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><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 area.</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 6240. Male-2925 and Female-3315. Total Households-1300.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 7/8 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> From the observation, the frequency and extent of contact between the local community and outsiders Around 8000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> There are no sensitive environmental conditions that need to be</p>

	<p>considering other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <p>Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or 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 workers from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><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> The expected duration of the incoming workers duration is about 01 years 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><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
<b>Involuntary Acquisition of Land/ Land Donation/ Land Taking</b>				
1. Will there be any land acquisition?		√		No land will be required to Proposed 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 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 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?		√		<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? [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> <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 hassle.</li> <li>• Local industry will be flourished.</li> <li>• Land value will be increased</li> </ul>



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

### Annex-17: Screening Findings and Mitigation Measures

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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1: Sub-Project Interventions	Different kinds of existing roads (BC, BFS, Earthen & RCC) with vacant average 4.9-meter width including 0.6 meter both side slopes will be improved on government land under Ukhiya & Teknaf Upazila in Cox’s Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none"><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 & implementing	No adverse impact may be generated	<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></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Check sub-project Map</li><li>✓ Checking IUCN report</li><li>✓ Documents check and</li></ul>	Monthly basis

	interventions : Human- elephant conflict				an Interview of Elephants response team	
	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	<ul style="list-style-type: none"> <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> </ul>	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-</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>purpose 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: Construction 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	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)</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</li> </ul>	Fortnightly basis

	followed PPE		such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor.		register of personal protective equipment (PPE)	
	Drinking water and sanitation facility for male and female workers	Low impact may be generated	<ul style="list-style-type: none"> <li>Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male &amp; female separately.</li> </ul>	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	<ul style="list-style-type: none"> <li>Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.</li> </ul>	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> </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

			<ul style="list-style-type: none"> <li>• Anti-social activities strictly prohibited</li> </ul>			
	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.

	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-18: At a Glance Public Consultation of 14 sub-projects under package number EMCRP/W-22, 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, BGB, 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-22) 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-19: Photographs of Consultation Meeting of 14 (Fourteen) Sub Project's with Stakeholders under package number EMCRP/W22, LGED.**

	
<p>Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m. Package Number: EMCRP/W22.01 &amp; Road ID: 422905058</p>	<p>Improvement of NoyaPara embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m. Package Number: EMCRP/W22.02 &amp; Road ID: 422904035</p>
	
<p>Improvement of Sabrang R&amp;H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m. Package Number: EMCRP/W22.04 &amp; Road ID: 422905113</p>	<p>Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m. Package Number: EMCRP/W22.05 &amp; Road ID: 422905020</p>
	
<p>Improvement of Sabrang Pental Para-R&amp;H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m. Package Number: EMCRP/W22.06 &amp; Road ID: 422905119</p>	<p>Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m. Package Number: EMCRP/W22.07 &amp; Road ID: 422904027</p>



Improvement of RHD – Moheskhalia Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m. Package Number: EMCRP/W22.08 & Road ID: 422904009



Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m. Package Number: EMCRP/W22.09 & Road ID: 422904016



Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m. Package Number: EMCRP/W22.10 & Road ID: 422905055



Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m. Package Number: EMCRP/W22.11 & Road ID: 422944096



Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m. Package Number: EMCRP/W22.12 & Road ID: 422944098



Improvement of Shuildeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m. Package Number: EMCRP/W22.13 & Road ID: 422944099





Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m. Package Number: EMCRP/W22.14 & Road ID: 422944011



Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1016m. Package Number: EMCRP/W22.15 & Road ID: 422945002

**Annex-20: Photographs of 14 (Fourteen) Sub Project's Present Condition under package number EMCRP/W22, LGED.**



Improvement of Baharchara Noakhali Para Ashraf Mia sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 570m. Package Number: EMCRP/W22.01 & Road ID: 422905058



Improvement of NoyaPara embankment Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1441m. Package Number: EMCRP/W22.02 & Road ID: 422904035



Improvement of Sabrang R&H Sikder Para Jame masjid to Panchari Para Maddaham Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 792m. Package Number: EMCRP/W22.04 & Road ID: 422905113



Improvement of Sabrang Sikder Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 900m. Package Number: EMCRP/W22.05 & Road ID: 422905020





Improvement of Sabrang Pendal Para-R&H masjid to Acharbonia Noor Ahmed house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 710m. Package Number: EMCRP/W22.06 & Road ID: 422905119



Improvement of Sabrang Dighaliar bill to Wapda Beri Bandh Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1245m. Package Number: EMCRP/W22.07 & Road ID: 422904027



Improvement of RHD – Moheskhalia Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1995m. Package Number: EMCRP/W22.08 & Road ID: 422904009



Improvement of NoaPara Bazar – South NoaPara Gowla Para road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 985m. Package Number: EMCRP/W22.09 & Road ID: 422904016



Improvement of Whykong BDR Camp road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1544m. Package Number: EMCRP/W22.10 & Road ID: 422905055



Improvement of R&H road to Kutupalong Chilakhola to T&T HaliPara Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2351m. Package Number: EMCRP/W22.11 & Road ID: 422944096



Improvement of Ukhiya Patabari play ground to Shuildeva via Typalong connecting road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 738m. Package Number: EMCRP/W22.12 & Road ID: 422944098



Improvement of Shuildeva Buddha Mondir to Dargabill GPS Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1201m. Package Number: EMCRP/W22.13 & Road ID: 422944099





Improvement of Thainkhali - Rahamaterbill Road by Bituminous Carpeting (BC) from Ch. 1020 to Ch. 2385m. Package Number: EMCRP/W22.14 & Road ID: 422944011



Improvement of Ratna Palong Sabak Rumka Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1016m. Package Number: EMCRP/W22.15 & Road ID: 422945002



Annex-21 to 33: List of Participants Attended in a Consultation Meeting of 14 (Fourteen) Sub-Projects under package number EMCRP/W22, LGED.

## EMCRP/W22.01, Road ID No.- 422905058

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বাধীন সিলেট প্রকল্প (সিলেট) (সিলেট) (সিলেট)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

তারিখ: 22/12/20

সময়: ১০/১২/২০

প্রকল্প/প্যাকেজের নাম: সিলেট জেলা প্রশাসন (সিলেট) (সিলেট) (সিলেট)

কো-অর্ডিনেটর: জেলা প্রশাসন (সিলেট) (সিলেট) (সিলেট)

ফর্ম: ১.২.১ (সিলেট) (সিলেট) (সিলেট)

সংখ্যা: ১২/০১

অংশগ্রহণকারীরা (সিলেট) (সিলেট)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জান	স্বাক্ষর / সীল
০১	স্বাঃ ইলিয়াস (স্বাঃ)	৫৫	স্বাঃ	(স্বাঃ)	ই.ই.
০২	স্বাঃ ইলিয়াস	৫৫	"	"	স্বাঃ
০৩	অবুঃ ২২০৫	২৭	"	"	স্বাঃ
০৪	স্বাঃ ২২০৫	৫০	"	"	স্বাঃ
০৫	স্বাঃ ২২০৫	৫০	"	"	স্বাঃ
০৬	স্বাঃ ২২০৫	২৭	"	"	স্বাঃ
০৭	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
০৮	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
০৯	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১০	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১১	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১২	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১৩	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১৪	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১৫	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
১৬	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
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২০	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
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২২	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
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২৯	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
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৩২	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৩	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৪	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৫	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৬	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৭	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৮	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৩৯	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪০	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪১	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪২	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৩	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৪	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৫	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৬	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৭	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৮	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৪৯	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ
৫০	স্বাঃ ২২০৫	৫৫	"	"	স্বাঃ

# EMCRP/W22.02, Road ID No. - 422904035

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

সহীল জিলায় (সহীল) সরকারি প্রকল্পের অধীনে

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

তারিখ: ২০/০৩/২০

সময়: ০৭:০০-১০:০০

উপস্থাপনা/অধ্যক্ষের নাম: সফায়াজ্জ হোসেন/সহীল

সহীল জিলা: পশ্চিম মেদিনীয়া (সহীল/সহীল/সহীল)

সহীল: সহীল

সহীল: সহীল

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সহীল: সহীল

সহীল: সহীল

ক্র.সং.	নাম	বয়স	লিঙ্গ	পেশা	স্বাক্ষর / ইনিশিয়াল
০১	ডাঃ. আরুণ	৩৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০২	ডাঃ. সফায়াজ্জ হোসেন	৫০	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৩	সহীল	৬০	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৪	আব্দুল হক	৫৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৫	আব্দুল হক	২০	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৬	সহীল	৩৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৭	সহীল	২০	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৮	সহীল	৫৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
০৯	সহীল	২২	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
১০	সহীল	৩৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
১১	আব্দুল মান্নান	২০	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
১২	সহীল	২৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
১৩	আব্দুল মান্নান	২০	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)
১৪	সহীল	২৫	পুরুষ	নগর বাসিন্দা	(স্বাক্ষর)

# EMCRP/W22.04, Road Id No.- 422905113

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

World Bank (WB) / UNHCR / Government of Bangladesh (GoB)

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

Time: 10:00 AM

Date: 09/12/2020

Improvement of Sabrang and Sindapara zone along to  
Pancharpara road  
near to Sindapara Saidul's shop, Sabrang

Location: Sabrang area: 04 Zone: Sabrang Union: Faraf Union: 04

Project ID: W22/04

Participant List (Name and Age)

Sl. No.	Name	Age	Gender	Signature	Signature
01	সাব্রাং ইউনিয়ন	30	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
02	সাব্রাং ইউনিয়ন	40	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
03	সাব্রাং ইউনিয়ন	42	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
04	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
05	সাব্রাং ইউনিয়ন	32	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
06	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
07	সাব্রাং ইউনিয়ন	40	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
08	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
09	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
10	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
11	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
12	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
13	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
14	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
15	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
16	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
17	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
18	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
19	সাব্রাং ইউনিয়ন	38	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন
20	সাব্রাং ইউনিয়ন	35	Male	সাব্রাং ইউনিয়ন	সাব্রাং ইউনিয়ন

# EMCRP/W22.05, Road ID No.- 422905020

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহিংস নিপীড়িত (সহিংস) (সহিংস) (সহিংস)

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

Time: 12:05 PM

Date: 09/12/2020

Topic/Workshop Title: Improvement of Sabrang Sindurpara Road

Location: Market Doh, Sabrang.

Group: Sabrang ID No: 04 Name: Sabrang Group, Tehnaf Upa: Sabrang

Workshop No: W22/05

সহিংস/সহিংস/সহিংস (সহিংস ও সহিংস)

ক্র. নং	নাম	বয়স	পুরুষ/মহিলা	জাত	স্বাক্ষর / চিত্র
০১	মহিলা চাকর	৬১	পুরুষ	সহিংস/সহিংস	স্বাক্ষর
০২	মহিলা চাকর	৭০			স্বাক্ষর
০৩	মহিলা চাকর	৬০			স্বাক্ষর
০৪	মহিলা চাকর	৬২			স্বাক্ষর
০৫	মহিলা চাকর	৬০			স্বাক্ষর
০৬	মহিলা চাকর	৬০			স্বাক্ষর
০৭	মহিলা চাকর	৬০			স্বাক্ষর
০৮	মহিলা চাকর	৮০			স্বাক্ষর
০৯	মহিলা চাকর	৬৭			স্বাক্ষর
১০	মহিলা চাকর	৮০			স্বাক্ষর
১১	মহিলা চাকর	৬০			স্বাক্ষর
১২	মহিলা চাকর	৬০			স্বাক্ষর
১৩	মহিলা চাকর	৬০			স্বাক্ষর
১৪	মহিলা চাকর	৬৭			স্বাক্ষর



# EMCRP/W22.06, Road ID no.- 422905119

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহীদ সিলেট জাতির মূল্যে জীবন দেওয়া গেল

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

Time: 3:30 PM

Date: 14/12/2020

Location: Subang Pandelpara. R/A. 100 yd to Chakrabarti near Khond  
Khand road

Meeting at: Jatin Uddin's Shop, Pandelpara

Topic: Subang Road ID: 05 Name: Subangnam, Teknaf Zone: Barisal

Project ID: W22 (06)

সংগঠনগত তথ্য (নাম ও বয়স)

ক্র.সং.	নাম	বয়স	পুরুষ/মহিলা	জাতি	স্বাক্ষর/সিগনেচার
01	তমাস জাহান জাহান	৬৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
02	আবুল কালাম খান	৫৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
03	খানজাহান খান	৬৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
04	আবুল কালাম জাহান	৬৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
05	আবুল কালাম জাহান	৬২	পুরুষ	মহলিঙ্গ	স্বাক্ষর
06	আবুল কালাম জাহান	২৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
07	আবুল কালাম জাহান	৫২	পুরুষ	মহলিঙ্গ	স্বাক্ষর
08	আবুল কালাম জাহান	২৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
09	আবুল কালাম জাহান	৫২	পুরুষ	মহলিঙ্গ	স্বাক্ষর
10	আবুল কালাম জাহান	২৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
11	আবুল কালাম জাহান	৫৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
12	আবুল কালাম জাহান	২৬	পুরুষ	মহলিঙ্গ	স্বাক্ষর
13	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
14	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
15	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
16	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
17	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
18	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
19	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর
20	আবুল কালাম জাহান	২৪	পুরুষ	মহলিঙ্গ	স্বাক্ষর

EMCRP/W22.07, Road ID No.- 422904027

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

सर्वोपयोगी विज्ञान प्रयोगशाला, दिल्ली, भारत

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

— 4500 系列

12/12/2020

in agreement as to judgement of following description with the words 'not much used'

see witness go. Moslems: Abdul Hakim's shop, Dubai India Mink's House Moslem

Wohnort: Sabrang, Dist. 05, Staat: Sabrang, Dist. Telnaf, Dist. Sabrang

DATE RECEIVED BY: W22/07

आपका आभार है। (प्रतिभा, १५ अक्टूबर)

ક્રમ નં.	નામ	વય	ગુણવતી	નામ	વય / ઉંમર
૧	ભાગ્યલાલભાઈભાઈ	૬૭	મુકદ્દમી	ભાગ્યલાલભાઈ	૬૭/૬૭
૨	સુભાષભાઈભાઈ	૭૨	૮૦	૨	૭૨
૩	ભા. રામલાલ	૮૦	૩	૩	ભા. રામલાલ
૪	સાવરકાલભાઈ	૪૬	મુકદ્દમી	સાવરકાલભાઈ	૪૬/૪૬
૫	સુભાષભાઈભાઈ	૨૦	મુકદ્દમી	સુભાષભાઈભાઈ	૨૦/૨૦
૬	ભા. રામલાલભાઈ	૨૬	૮૫	ભા. રામલાલભાઈ	૨૬/૨૬
૭	ભા. રામલાલ	૨૭	૩	ભા. રામલાલભાઈ	૨૭/૨૭
૮	ભા. રામલાલ	૨૭	૩	૩	ભા. રામલાલ
૯	ભા. રામલાલ	૭૬	૮૫	ભા. રામલાલભાઈ	૭૬/૭૬
૧૦	ભા. રામલાલ	૭૨	૩	ભા. રામલાલભાઈ	૭૨/૭૨
૧૧	ભા. રામલાલ	૨૭	૮૫	ભા. રામલાલભાઈ	૨૦/૨૦

# EMCRP/W22.08, Road ID No.- 422904009

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

আইসি জিএল জিএল জিএল জিএল জিএল জিএল

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

Time: 03:40 PM

Date: 20/10/2020

Location/Address: R&D - Moheshkhola Para Road

Topic: Road Safety and Maintenance

Duration: 45 minutes

Ref: W22/08

Local Government Engineering Department (LGED)

Sl. No.	Name	Age	Gender	Signature	Signature
01	Mr. Md. Rashed Khan	22	Male	Mr. Rashed Khan	Mr. Rashed Khan
02	Mr. Md. Rashed Khan	22	Male	Mr. Rashed Khan	Mr. Rashed Khan
03	Mr. Md. Rashed Khan	26	Male	Mr. Rashed Khan	Mr. Rashed Khan
04	Mr. Md. Rashed Khan	20	Male	Mr. Rashed Khan	Mr. Rashed Khan
05	Mr. Md. Rashed Khan	22	Male	Mr. Rashed Khan	Mr. Rashed Khan
06	Mr. Md. Rashed Khan	24	Male	Mr. Rashed Khan	Mr. Rashed Khan
07	Mr. Md. Rashed Khan	28	Male	Mr. Rashed Khan	Mr. Rashed Khan
08	Mr. Md. Rashed Khan	29	Male	Mr. Rashed Khan	Mr. Rashed Khan
09	Mr. Md. Rashed Khan	27	Male	Mr. Rashed Khan	Mr. Rashed Khan
10	Mr. Md. Rashed Khan	30	Male	Mr. Rashed Khan	Mr. Rashed Khan
11	Mr. Md. Rashed Khan	25	Male	Mr. Rashed Khan	Mr. Rashed Khan
12	Mr. Md. Rashed Khan	32	Male	Mr. Rashed Khan	Mr. Rashed Khan
13	Mr. Md. Rashed Khan	31	Male	Mr. Rashed Khan	Mr. Rashed Khan

# EMCRP/W22.09, Road ID No.- 422904016

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বাধীনতা সড়িকা নগরী (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা)

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

তারিখ: ১১/০৯/১৮

সময়: ১১/১২/১০

উদ্দেশ্য/সমস্যা: (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা)

সংক্ষিপ্ত: (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা)

সংক্ষিপ্ত: (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা)

সংক্ষিপ্ত: (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা)

সংক্ষিপ্ত: (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা) (স্বাধীনতা সড়িকা)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	স্বাধীনতা সড়িকা	স্বাক্ষর/স্বাক্ষর
১	স্বাধীনতা সড়িকা	৪২	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
২	স্বাধীনতা সড়িকা	৩৫	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
৩	স্বাধীনতা সড়িকা	৩২	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
৪	স্বাধীনতা সড়িকা	৩০	"	"	স্বাধীনতা সড়িকা
৫	স্বাধীনতা সড়িকা	৩৫	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
৬	স্বাধীনতা সড়িকা	৫০	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
৭	স্বাধীনতা সড়িকা	৫৫	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
৮	স্বাধীনতা সড়িকা	৬০	"	"	স্বাধীনতা সড়িকা
৯	স্বাধীনতা সড়িকা	৪০	"	"	স্বাধীনতা সড়িকা
১০	স্বাধীনতা সড়িকা	৩৫	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
১১	স্বাধীনতা সড়িকা	৩৫	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
১২	স্বাধীনতা সড়িকা	৩৫	"	স্বাধীনতা সড়িকা	স্বাধীনতা সড়িকা
১৩	স্বাধীনতা সড়িকা	৩৫	"	"	স্বাধীনতা সড়িকা



# EMCRP/W22.10, Road ID No. - 422905055

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বল্পী সিস্টেম (পলিম) মালী (স্বল্পী/স্বল্পী) সিস্টেম

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

তারিখ: ২০/১০/২০

সময়: ১১/১২/২০২০

উদ্দেশ্য: স্থানীয় সরকার (LGED) এর মাধ্যমে রাস্তা নির্মাণের প্রকল্পের প্রচারণা।

স্থান: স্থানীয় সরকার (LGED) (স্বল্পী/স্বল্পী) সিস্টেম

সংগঠন: স্থানীয় সরকার (LGED) সিস্টেম, স্থানীয় সরকার (LGED) সিস্টেম, স্থানীয় সরকার (LGED) সিস্টেম

সংগঠন: ২২/২০

সংগঠন: স্থানীয় সরকার (LGED) সিস্টেম

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	স্বাক্ষর	স্বাক্ষর / দিন
১	আব্দুল মালিক	৩৫	কৃষক	আব্দুল মালিক	২০/১০/২০
২	মির্জা হুসেইন	২০	কৃষক	মির্জা হুসেইন	২০/১০/২০
৩	আব্দুল মালিক	২০	কৃষক	আব্দুল মালিক	Moshafa
৪	আব্দুল মালিক	২০	কৃষক	আব্দুল মালিক	Moshafa
৫	আব্দুল মালিক	২০	কৃষক	আব্দুল মালিক	Moshafa
৬	আব্দুল মালিক	৩৫	কৃষক	আব্দুল মালিক	Moshafa
৭	আব্দুল মালিক	৩০	কৃষক	আব্দুল মালিক	Moshafa
৮	আব্দুল মালিক	৩৫	কৃষক	আব্দুল মালিক	Moshafa
৯	আব্দুল মালিক	২৫	কৃষক	আব্দুল মালিক	Moshafa
১০	আব্দুল মালিক	৩২	কৃষক	আব্দুল মালিক	Moshafa
১১	আব্দুল মালিক	৩২	কৃষক	আব্দুল মালিক	Moshafa
১২	আব্দুল মালিক	৩০	কৃষক	আব্দুল মালিক	Moshafa
১৩	আব্দুল মালিক	৩৫	কৃষক	আব্দুল মালিক	Moshafa

EMCRP/W22.11, Road ID No.- 422944096

Emergency Multi-Sector Riskings Crisis Response Project (EMSRP)

and before you know it you're going to be a doctor.

Local Government Engineering Department, India

Public Copyrights Participants List

### Focus Group Discussion

11:35 AM

www.oup.co.uk/9780191000000

Investment in the U.S. stock market has been declining since the late 1990s.

સા.સં. ૧૩૮૭ : શુદ્ધમાસ, ગર્ગ્યમાસ, વૈશાક, ૧૩૮૭, ૧૩૮૭

Other:  $\text{HFE}(10) = 12$  and  $n = 10$  case:  $\frac{1}{2} \text{HFE}(10)$  base:  $\frac{1}{2} \text{HFE}(10)$  see notes

www.oup.com/9780195306131 (h)

संस्काराधिकारः कतिपयः (पञ्चमः च अन्तः)

[illegible]



# EMCRP/W22.12, Road ID No.- 422944098

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

we'll reflect on the work we've done and the work we're doing

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

on: 30/30/22

on: 08/12/2020

on: 30/30/22. In the morning of 30/30/22, the group of 10 people went to the site of the road in the village of Raman's Store, Shaulabara.

on: Raman's Store, Shaulabara. on: 09 on: Uthiya on: Uthiya on: 09

on: 09 on: 09 on: 09

on: 09 on: 09 on: 09

Sl. No.	Name	Age	Gender	Address	Signature
1	Uthiya Uthiya	20	Male	Uthiya Uthiya	Uthiya Uthiya
2	Uthiya Uthiya	32	Male	Uthiya Uthiya	Uthiya Uthiya
3	Uthiya Uthiya	28	Male	Uthiya Uthiya	Uthiya Uthiya
4	Uthiya Uthiya	35	Male	Uthiya Uthiya	Uthiya Uthiya
5	Uthiya Uthiya	30	Male	Uthiya Uthiya	Uthiya Uthiya
6	Uthiya Uthiya	35	Male	Uthiya Uthiya	Uthiya Uthiya
7	Uthiya Uthiya	30	Male	Uthiya Uthiya	Uthiya Uthiya
8	Uthiya Uthiya	35	Male	Uthiya Uthiya	Uthiya Uthiya
9	Uthiya Uthiya	30	Male	Uthiya Uthiya	Uthiya Uthiya
10	Uthiya Uthiya	35	Male	Uthiya Uthiya	Uthiya Uthiya
11	Uthiya Uthiya	30	Male	Uthiya Uthiya	Uthiya Uthiya
12	Uthiya Uthiya	35	Male	Uthiya Uthiya	Uthiya Uthiya
13	Uthiya Uthiya	30	Male	Uthiya Uthiya	Uthiya Uthiya
14	Uthiya Uthiya	35	Male	Uthiya Uthiya	Uthiya Uthiya



# EMCRP/W22.13, Road ID No.- 422944099

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

সহায়তা বিধিমালা (সহায়তা) (সহায়তা) (সহায়তা) (সহায়তা)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

তারিখ: ১২.১০.২০

সময়: ০৮.৩২.২০

সহায়তা বিধিমালা (সহায়তা) (সহায়তা) (সহায়তা) (সহায়তা)

সহায়তা বিধিমালা (সহায়তা) (সহায়তা) (সহায়তা) (সহায়তা)

সহায়তা বিধিমালা (সহায়তা) (সহায়তা) (সহায়তা) (সহায়তা)

সহায়তা বিধিমালা (সহায়তা) (সহায়তা) (সহায়তা) (সহায়তা)

সহায়তা বিধিমালা (সহায়তা) (সহায়তা) (সহায়তা) (সহায়তা)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	স্বাক্ষর	স্বাক্ষর / সীল
১	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
২	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৩	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৪	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৫	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৬	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৭	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৮	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
৯	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১০	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১১	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১২	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১৩	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১৪	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১৫	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১৬	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা
১৭	সহায়তা বিধিমালা	৬০	সহায়তা	সহায়তা	সহায়তা

# EMCRP/W22.14, Road ID No.- 422944011

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহী সীলিকা (সহী সীলিকা) (সহী সীলিকা) (সহী সীলিকা)

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

সময়: ০৭:৩০ PM

তারিখ: ০৬/১২/২০২০

স্থান: মাদারগাতি - মাদারগাতি

সংগঠিত: মাদারগাতি মাদারগাতি মাদারগাতি

সংগঠিত: মাদারগাতি

সংগঠিত: মাদারগাতি

সংগঠিত: মাদারগাতি

সংগঠিত: মাদারগাতি

সংগঠিত: মাদারগাতি

সংগঠিত: মাদারগাতি

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	স্বাক্ষর	স্বাক্ষর / সীল
০১	মাদারগাতি মাদারগাতি (মাদারগাতি)	৫০	মাদারগাতি	মাদারগাতি	মাদারগাতি
০২	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৩	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৪	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৫	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৬	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৭	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৮	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
০৯	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১০	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১১	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১২	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৩	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৪	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৫	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৬	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৭	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৮	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি
১৯	মাদারগাতি মাদারগাতি	৫০	৫	৫	মাদারগাতি

