



# **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 Existing Road Improvement under the Package: EMCRP/W-21 (Included 17 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
CPR	Common Property Resources
CSO	Civil Society Organization
DC	Deputy Commissioner
DoE	Department of Environment
DoF	Department of Forest
D&SC	Design & Supervision Consultant
DRPs	Displaced Rohingya Peoples
EMCRP	Emergency Multi-Sector Rohingya Crisis Response Project
ERP	Emergency Response Plan
ESMF	Environmental and Social Management Framework
FGD	Focus Group Discussion
GBV	Gender Based Violence
GPS	Government Primary School
GRC	Grievance Redressed Committee
GRM	Grievance Redressed Mechanism
HBB	Herring-bone Bond
HH	House Hold
IUCN	International Union for Conservation of Nature
LGED	Local Government Engineering Department
MoLGRD&C	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 (EMCRP) has been designed in order to reduce the vulnerability of Forcibly Displaced Rohingya People (DRP) along with people of host communities in Ukhiya and Teknaf Upazila under Cox's Bazar District. The main target of the project is to enhance and ensure existing disaster resilience systems and social service delivery for the DRP and host communities. This project will follow a sustainable development pathway that is resilient to disaster and climate change effects. As per revised DPP there are twenty-six work packages have been selected for improving different construction/improvement activities, among them fourteen are road packages. These screening reports are being prepared for road package-EMCRP/W-21 comprising 17 sub projects within the host community of Teknaf Upazila following the guidelines of ESMF and RPF (details list of sub projects are mentioned below –SL#2).

The package W-21 have 17 sub packages and existing various categories of BC, BFS, Earthen & RCC roads 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 included 0.6 meter both side slopes owned by government. So, Land acquisition and population displacement/relocation shall not be needed to implement these sub projects. Even no voluntary land donation also is required. LGED & D&SC team has conducted screening all the sub-projects 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 (M)	Total width of road (M)			
Cox's Bazar	Teknaf	W21 (21.01)	Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m. Road ID: 422904032	1640	0.6	3.7	0.6	4.9	-	1640	Existing Herring bone Bond (HBB) and Earthen road will be improved.
		W21 (21.02)	Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m. Road ID: 422904034	2700	0.6	3.7	0.6	4.9	-	2700	Existing Broken Bituminous Carpeting (BC), Broken Herring bone Bond (HBB), Broken Brick Flat Soiling (BFS) and Earthen road will be improved.
		W21 (21.03)	Improvement of Sabrang bazar-Sagar Par Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m. Road ID: 422904036	1875	0.6	3.7	0.6	4.9	-	1875	Existing Broken Herring-bone Bond (HBB) & earthen road will be improved.

	W21 (21.04)	Improvement of Moheshkhali Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m. Road ID: 422904037	1487	0.6	3.7	0.6	4.9	-	1487	Existing Broken Brick Flat Soiling (BFS) & Earthen road will be improved.
	W21 (21.05)	Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m. Road ID: 422904038	782	0.6	3.7	0.6	4.9	-	782	Existing Broken Bituminous Carpeting (BC), Broken Brick Flat Soiling (BFS) & Earthen road will be improved.
	W21 (21.06)	Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para-Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m. Road ID: 422904042	1830	0.6	3.7	0.6	4.9	-	1830	Existing Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improved.
	W21 (21.07)	Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m. Road ID: 422904045	300	0.6	3.7	0.6	4.9	-	300	Existing Broken Bituminous Carpeting (BC) road will be improved.
	W21 (21.08)	Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhali Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m. Road ID: 422904047	1432	0.6	3.7	0.6	4.9	-	1432	Existing Broken Bituminous Carpeting (BC) & Broken Reinforced cement concrete (RCC) road will be improved.
	W21 (21.09)	Improvement of Nhila R&H to Uttar leda fachinga Para-Aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m. Road ID: 422905198	430	0.6	3.7	0.6	4.9	-	430	Existing Broken Herring-bone Bond (HBB) road will be improved.
	W21 (21.10)	Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m. Road ID: 422905181	1620	0.6	3.7	0.6	4.9	-	1620	Existing Broken Brick Flat Soling (BFS) will be improved.
	W21 (21.11)	Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Road ID: 422905132	510	0.6	3.7	0.6	4.9	-	510	Existing Broken Herring bone Bond (HBB) and Broken Brick Flat Soling (BFS) road will be improved.
	W21 (21.12)	Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Road ID: 422905002	910	0.6	3.7	0.6	4.9	-	910	Existing Broken Brick Flat Soling (BFS) and Earthen road will be improved.
	W21 (21.13)	Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Road ID:	510	0.6	3.7	0.6	4.9	-	510	Existing Broken Herring bone Bond (HBB) will be improved.

			422905289								
	W21 (21.14)	Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m. Road ID: 422905086	825	0.6	3.7	0.6	4.9	-	825	Existing Broken Brick Flat Soling (BFS) and Earthen road will be improved.	
	W21 (21.15)	Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m. Road ID: 422905087	803	0.6	3.7	0.6	4.9	-	803	Existing Broken Brick Flat Soling (BFS) road will be improved.	
	W21 (21.16)	Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Road ID: 422905065	510	0.6	3.7	0.6	4.9	-	510	Existing Broken Brick Flat Soling (BFS) road will be improved.	
	W21 (21.17)	Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m. Road ID: 422905061	587	0.6	3.7	0.6	4.9	-	587	Existing Broken Brick Flat Soling (BFS) and Earthen road will be improved	

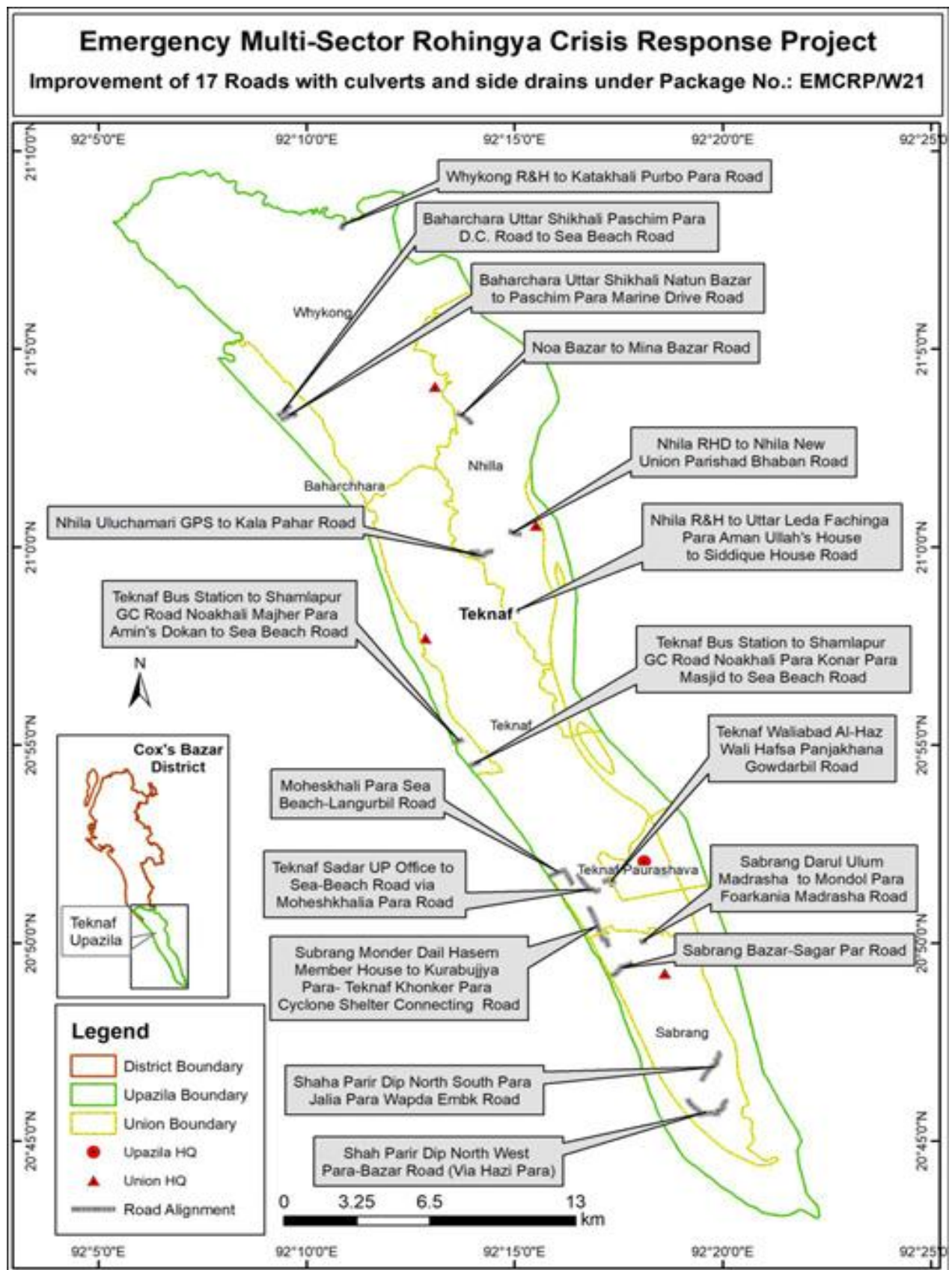
The Project Map and details location of sub-projects are given below;

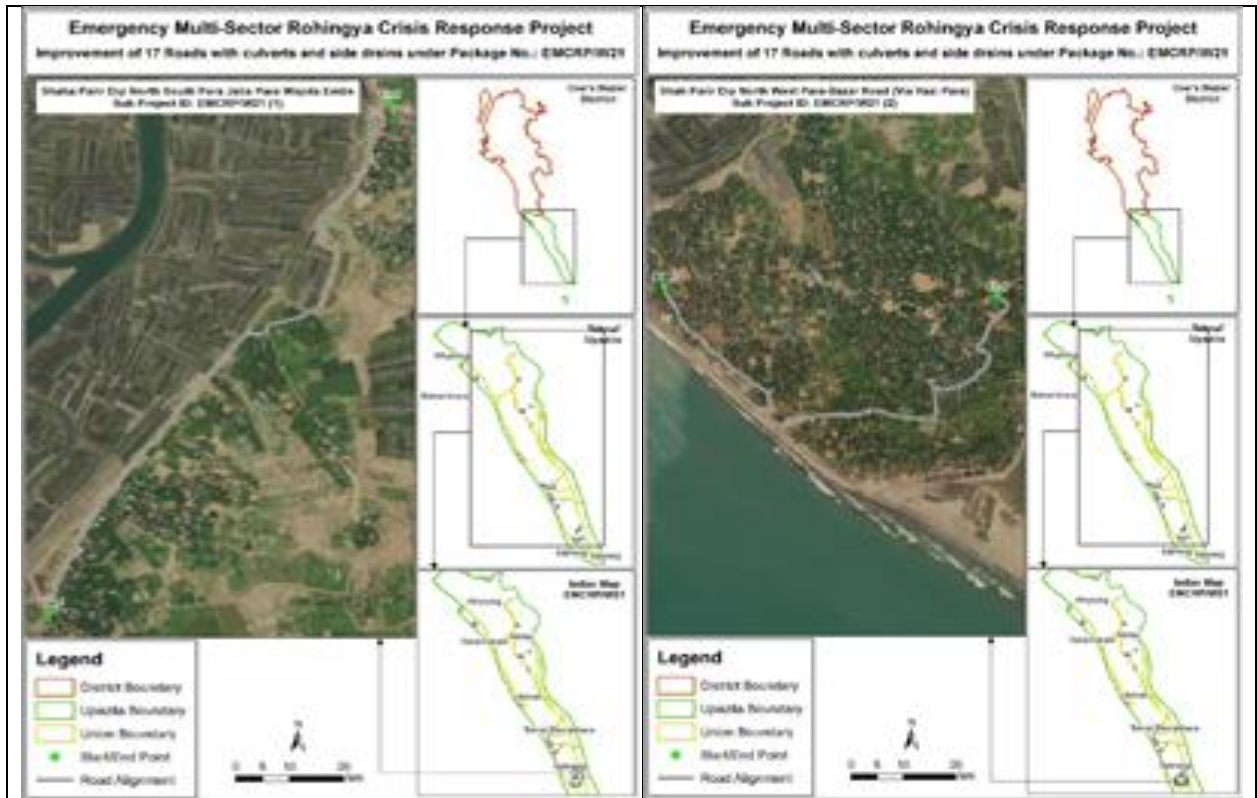
### 3. Map of Cox's Bazar District with Project Location





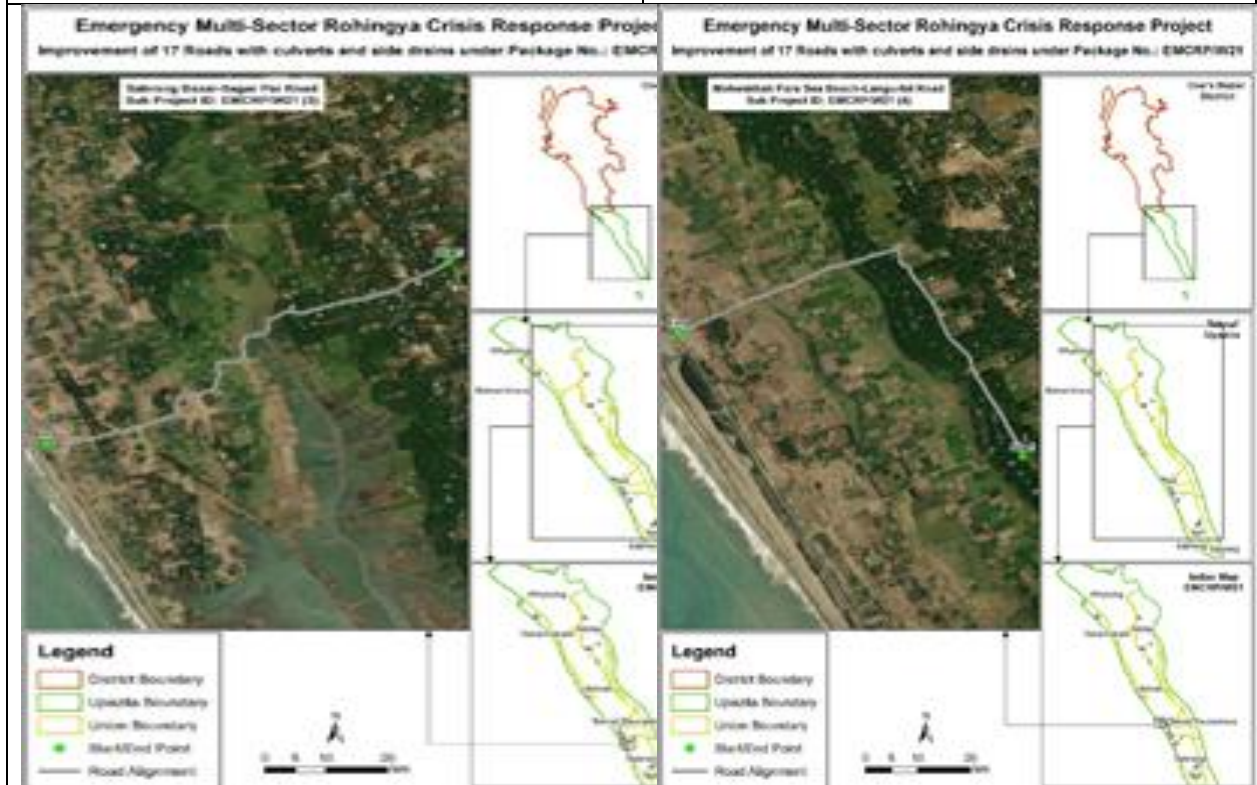
#### 4. Map of Sub-Project Location





Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m. Package Number: EMCRP/W21.01 & Road ID: 422904032

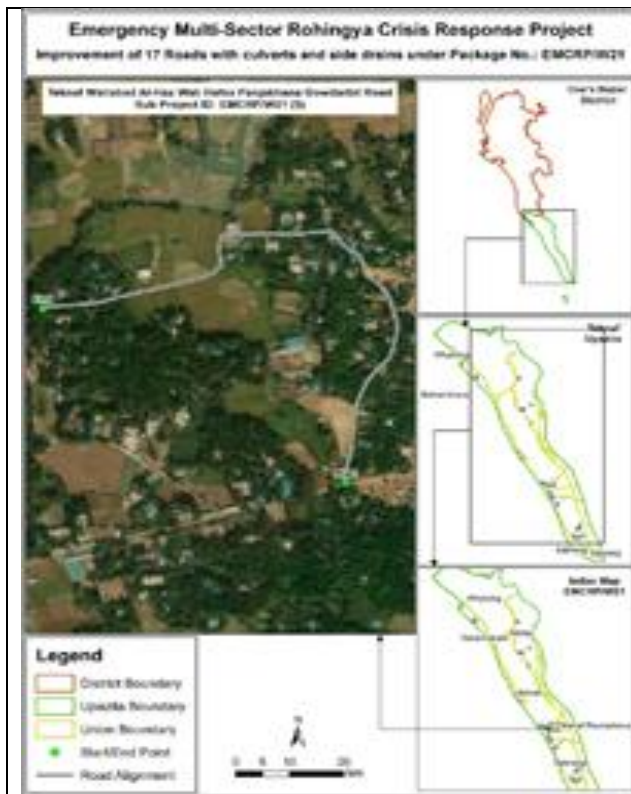
Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m. Package Number: EMCRP/W21.02 & Road ID: 422904034



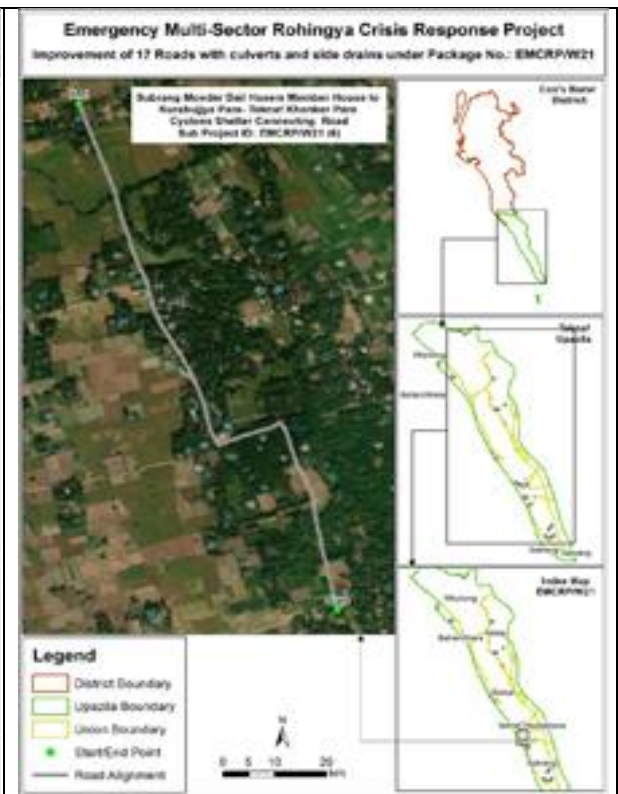
Improvement of Sabrang bazar-Sagar ParRoad by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m. Package Number: EMCRP/W21.03 & Road ID: 422904036

Improvement of Moheskhal Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m. Package Number: EMCRP/W21.04 & Road ID: 422904037

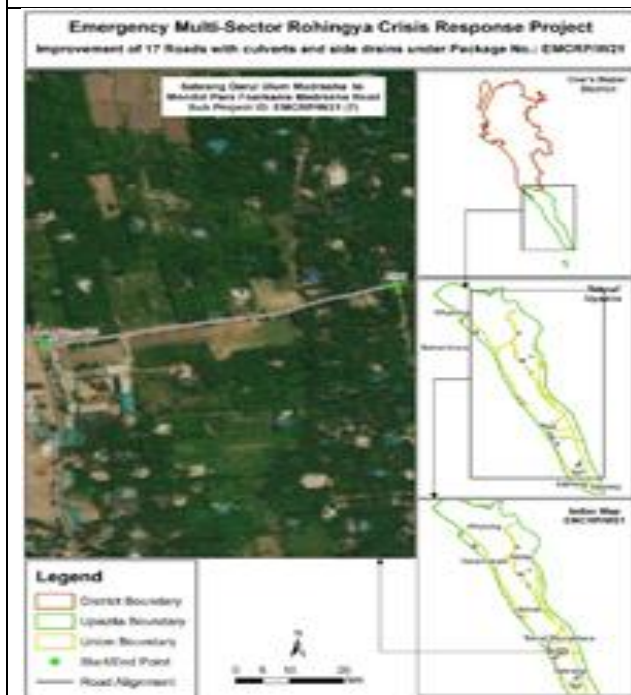




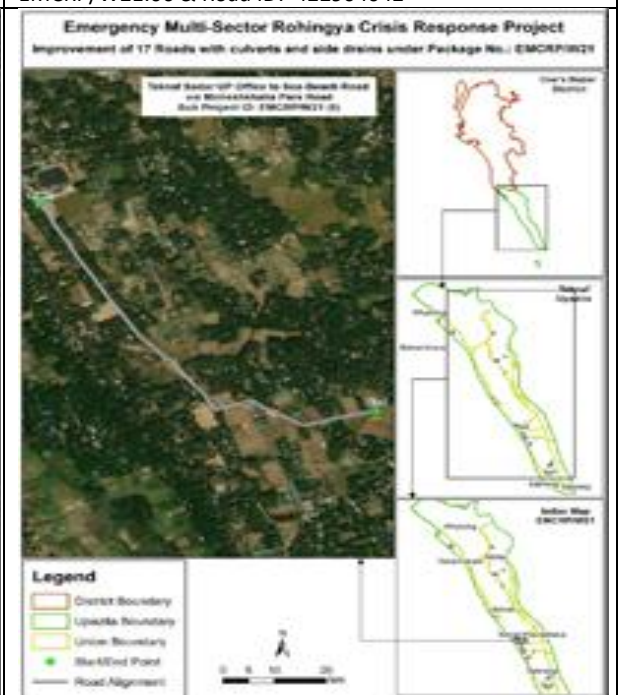
Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m. Package Number: EMCRP/W21.05 & Road ID: 422904038



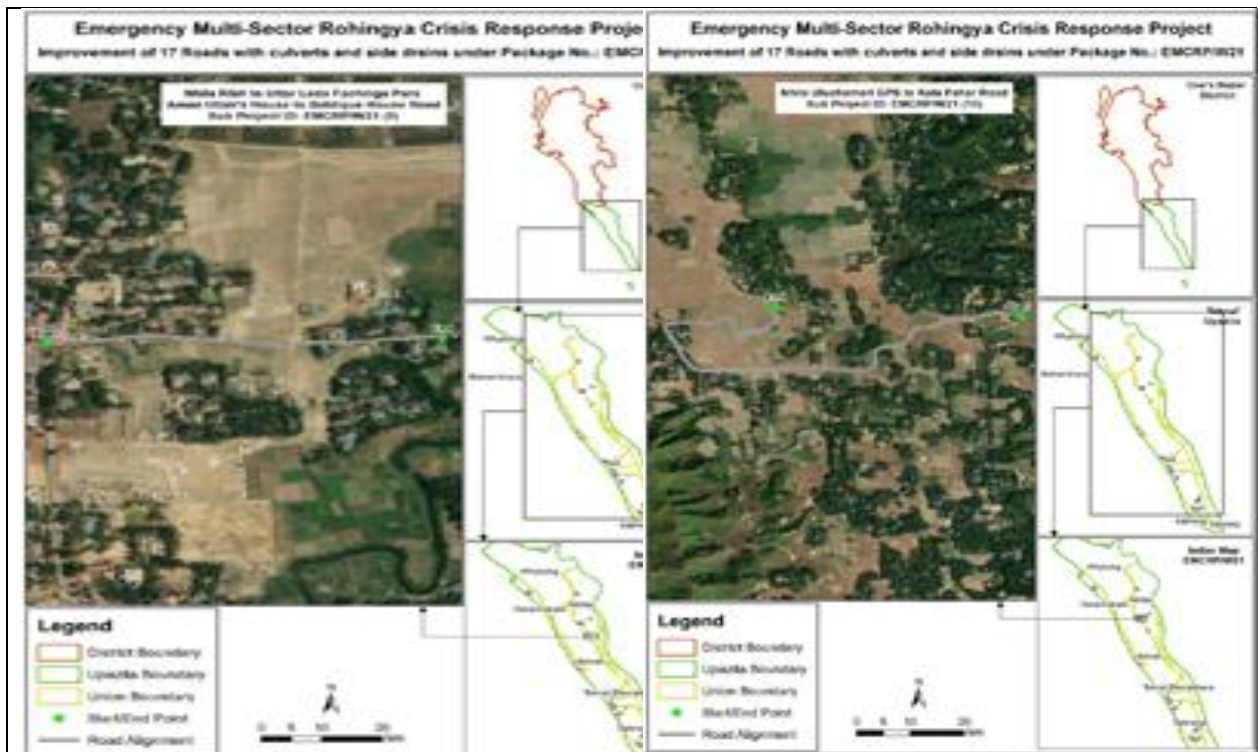
Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m. Package Number: EMCRP/W21.06 & Road ID: 422904042



Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasah Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m. Package Number: EMCRP/W21.07 & Road ID: 422904045

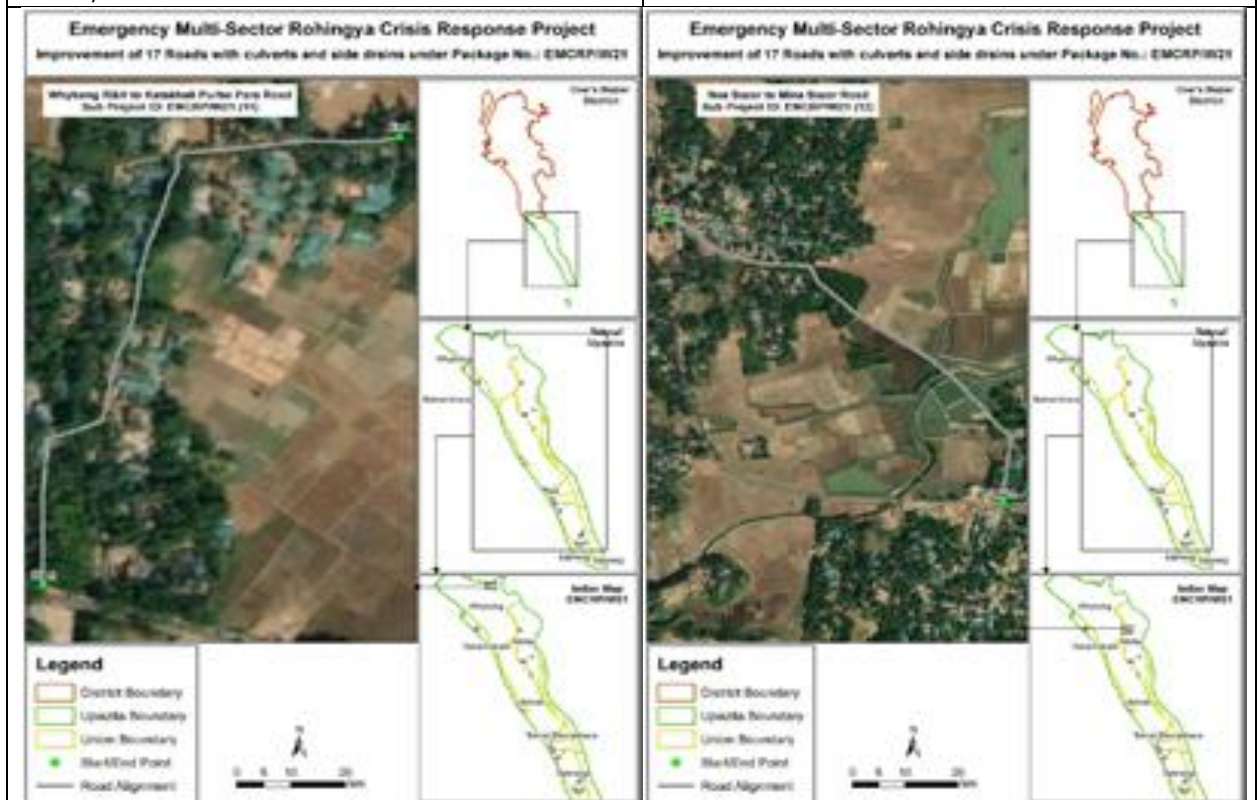


Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhali Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m. Package Number: EMCRP/W21.08 & Road ID: 422904047



Improvement of Nhila R&H to Uttar Ieda Fachinga Para aman ullah's house to Siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m. Package Number: EMC/CRP/W21.09 & Road ID: 422905198

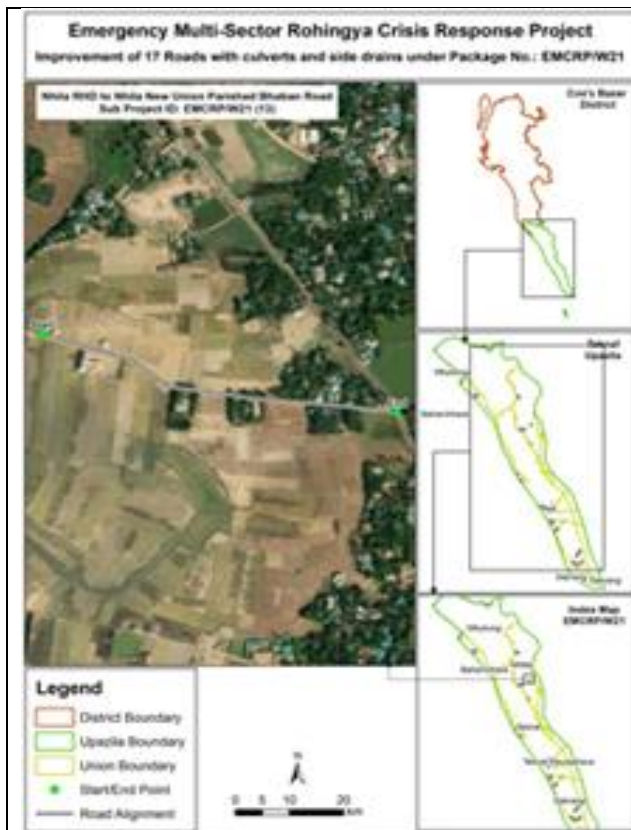
Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m. Package Number: EMC/CRP/W21.10 & Road ID: 422905181



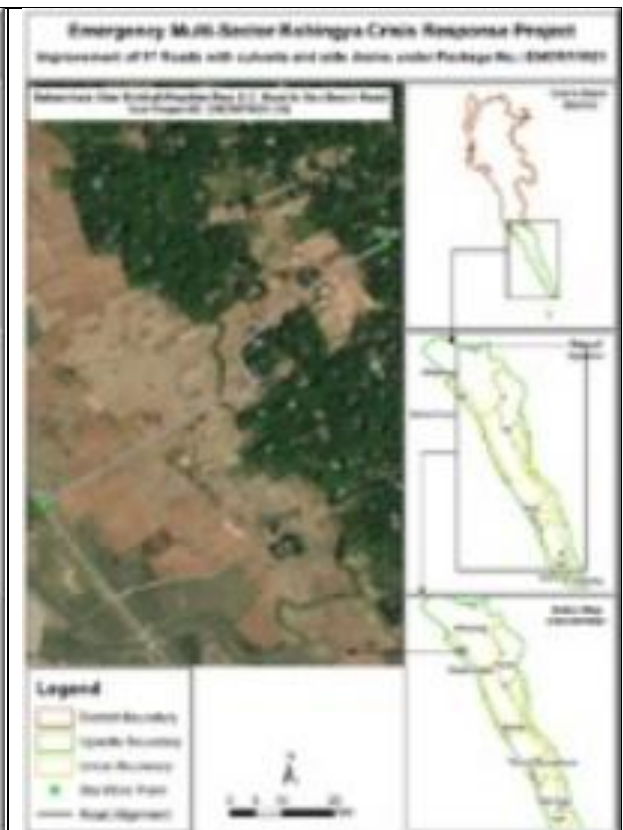
Improvement of Whykong R&H to Katakali Purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMC/CRP/W21.11 & Road ID: 422905132

Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number: EMC/CRP/W21.12 & Road ID: 422905002





Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.13 & Road ID: 422905289



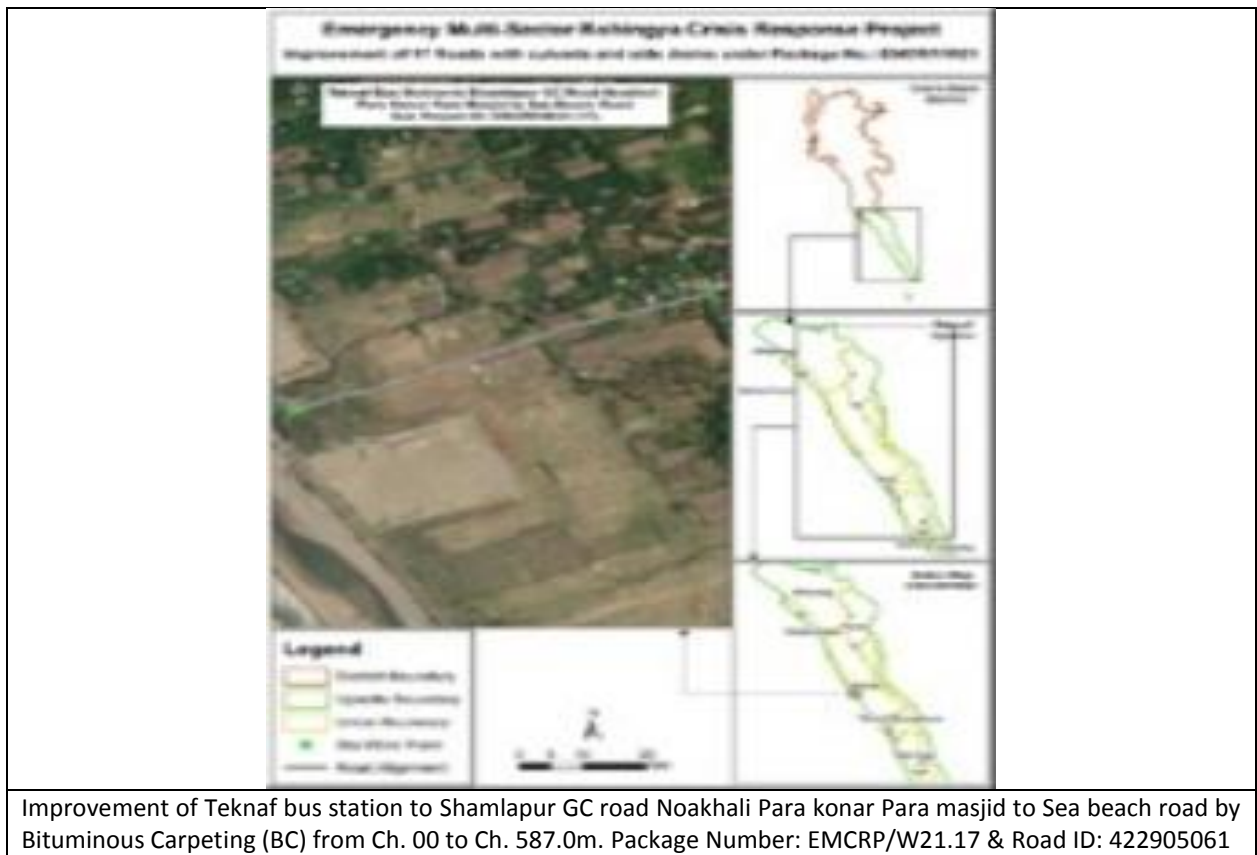
Improvement of Baharchara Uttar shikhali paschim Para D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m. Package Number: EMCRP/W21.14 & Road ID: 422905086



Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m. Package Number: EMCRP/W21.15 & Road ID: 422905087



Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.16 & Road ID: 422905065



## 5. Methodology:

A team consisting of Design & Supervision Consultant i.e. Development Design consultants Limited and Field Level Environment Specialists of PMU visited the sub-projects of package-EMCRP/W-21 and conducted FGDs 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 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 by the sub projects.

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, local communities are consulted by several meeting which are reflected in consultation out comes in table-2.

EMCRP/W-21 comprising 17 (seventeen) sub projects within the host communities of 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 some portion of the roads due to muddy and potholes. Even vehicles could not ply along the road. The community expressed that if roads are being developed 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/HBB/ BFS and Earthen (kutchra). 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. Details in Annex-3 to 19.

## **6.4 Users Opinion:**

In view of consultation with road users and communities 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, road accident and decreased drop out of school going children's and will ensure safe movement both vehicles and pedestrian. 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 21 (1) and 21 (2) with due consultation with the landowners. According to section 21(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 and other educational institutions. 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-20.**

## 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 274 numbers participants were attended in the consultation meeting shown in table -1. The social safeguard team of EMCRP has conducted a stakeholder consultation meeting at Upazila Engineer office with an active participation of Upazila level government officials, local government and civil society's representative. Thirty-Seven (37) participants (Upazila Parishad Chairman, Union Parishad Chairman & Members) and two hundred thirty-seven (237) 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	09/12/2020, 10/12/2020, 12/12/2020, 13/12/2020 & 14/12/2020	Upazila Parishad Chairman, Union Parishad Chairman & members	25	12	37
2	09/12/2020, 10/12/2020, 12/12/2020, 13/12/2020 & 14/12/2020	Local Stakeholders (Host Communities)	232	05	237
Total participants			257	17	274

**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 Policy (WB/OP/BP 4.4.10/4.11/4.12) and relevant government rules and regulations (ARIPA-2017).
Vulnerable HHHs/severely affected HHHs	Have any Vulnerable HHHs/Severely affected HHHs along the alignment	If vulnerable HHHs is identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHHs members as unskilled labor during construction if they wanted to.
Improvements of local business facilities	Local Business facilities will be increased after road development?	Yes, after road development economic transaction as well as business related communication will be increased, which will contribute the national economy.
Grievance redress	If we have any grievances, what are the processes to	LGED formed and establish well grievance management procedures by GRC to resolve sub project related

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

**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.21 (21.01)	Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road	09/12/2020	In front of Zaheer Ahmed's shop	12	01	13	The following issues were discussed during the consultation meeting with Community and	LGED is overall responsible for the project implementation, through the PMU, including

W.21 (21.02)	Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para)	09/12/2020	Adjacent to the Mistry Para market	14	0	14	<p>Institutional stakeholder;</p> <p>1. Who will responsible/coordinate with construction work?</p> <p>2. Who will monitor the activities?</p> <p>3. Will ensure Safety issues within construction area?</p> <p>4. Asked about GBV or other harassments.</p> <p>5. Have any scopes to entry any grievances?</p> <p>5. During construction to need additional private land for temporary basis?</p> <p>6. Livelihood of local people will be hampered?</p> <p>7. Have any scope for local labour?</p> <p>8. Road will be blocked during construction work.</p>	<p>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 alignment, which is entirely government land. Contractor</p>
W.21 (21.03)	Improvement of Sabrang bazar-Sagar ParRoad	09/12/2020	Mr. Musur Ali's Shop, Alerdrill	15	0	15		
W.21 (21.04)	Improvement of Moheshkhali Para sea beach-Langurbil Road	10/12/2020	In front of Mr. Farid Alam's shop	11	0	11		
W.21 (21.05)	Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road	12/12/2020	Ans Bin Malik Madrasa	26	0	26		
W.21 (21.06)	Improvement of Subrang Monder Dail Hasem Member house to Kurabuijya Para- Teknaf khonker Para cyclone shelter connecting Road	12/12/2020	Mr. Rashel's Shop, Monder dail Para	11	0	11		
W.21 (21.07)	Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road	09/12/2020	Jasim Store, Sabrang MandalPara	13	00	13		
W.21 (21.08)	Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhali Para Road	10/12/2020	Bottali Bazar Complex Bhaban	15	0	15		
W.21 (21.09)	Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road	13/12/2020	Opposite of the Siddik's House, West Leda	12	0	12		
W.21 (21.10)	Improvement of Nhila Uluchamari GPS to Kala Pahar Road	13/12/2020	Uluchamari Government Primary School Premises	12	0	12		
W.21 (21.11)	Improvement of Whykong R&H to katakhali purbo Para-Road	12/12/2020	Katakhali PurbaPara (Anwar Islam's	11	03	14		

			house)					
W.21 (21.12)	Improvement of Noa Bazar to Mina Bazar Road	12/12/2020	Noa Bazar Station (Jesmin Pharmacy)	16	0	16		
W.21 (21.13)	Improvement of Nhila RHD to Nhila new union parishad bhaban Road	14/12/2020	Adjacent to Nila Union Parishad office	08	01	09		
W.21 (21.14)	Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road	13/12/2020	In front of Abul Almachia Market, North Shilkhali MajerPara (Gunar Gastala)	14	0	14		
W.21 (21.15)	Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road	13/12/2020	In front of Abul Kashem's Shop, Baharchara, Uttor Shilkhali Natun Bazar.	10	0	10		
W.21 (21.16)	Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road	13/12/2020	In front of Amin's Shop, Bagguna Bazar	15	0	15		
W.21 (21.17)	Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach Road	13/12/2020		17	0	17		
<b>Total participants</b>				<b>232</b>	<b>5</b>	<b>237</b>		

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 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.

The key outputs of stakeholder consultation meeting are (See Annex-24 to 40):

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, 377 Labors (skill and unskilled) may be generated per day during construction work for the 17 sub projects at least 270 active working days (see table-4 in sub-project 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: Sub-project wise no of labor and total active working days**

Package & Road ID No.	Name of Subproject	Length (Meter)	Tenta tive labor (No)	Days	Total active working days
Package Number: EMCRP/W21.01 & Road ID: 422904032	Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m.	1640	33	270	8910
Package Number: EMCRP/W21.02 & Road ID: 422904034	Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m.	2700	54	270	14580

Package Number: EMCRP/W21.03 & Road ID: 422904036	Improvement of Sabrang bazar-Sagar Par Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m	1875	38	270	10260
Package Number: EMCRP/W21.04 & Road ID: 422904037	Improvement of Moheskhalia Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m.	1487	30	270	8100
Package Number: EMCRP/W21.05 & Road ID: 422904038	Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m.	782	16	270	4320
Package Number: EMCRP/W21.06 & Road ID: 422904042	Improvement of Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m.	1830	37	270	9990
Package Number: EMCRP/W21.07 & Road ID: 422904045	Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasa Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m.	300	6	270	1620
Package Number: EMCRP/W21.08 & Road ID: 422904047	Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhali Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m.	1432	29	270	7830
Package Number: EMCRP/W21.09 & Road ID: 422905198	Improvement of Nhila R&H to Uttar Ieda fachinga Para aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m.	430	9	270	2430
Package Number: EMCRP/W21.10 & Road ID: 422905181	Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m.	1620	32	270	8640
Package Number: EMCRP/W21.11 & Road ID: 422905132	Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	510	10	270	2700
Package Number: EMCRP/W21.12 & Road ID: 422905002	Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m.	910	18	270	4860
Package Number: EMCRP/W21.13 & Road ID: 422905289	Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	510	10	270	2700
Package Number: EMCRP/W21.14 & Road ID: 422905086	Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m.	825	17	270	4590
Package Number: EMCRP/W21.15 & Road ID: 422905087	Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m.	803	16	270	4320
Package Number: EMCRP/W21.16 & Road ID: 422905065	Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	510	10	270	2700
Package Number: EMCRP/W21.17 & Road ID: 422905061	Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m.	587	12	270	3240
Grand Total =		18751	377		101790

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

Contractor 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 23<sup>rd</sup> March, 2020 to 30 May, 2020, work in all EMCRP packages contractors as well as workers has been following the below Poster Illustrating COVID-19 as precautionary measures is being continued.



If you have any symptoms, self-isolate to protect others and call your GP for a COVID-19 test.



## **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 Mechanism (GRM):**

The EMCRP has formally formed grievance redress committee (GRC) of 07 members consisting of the Upazila Engineers of each of the concerned Upazila (Ukhiya and Teknaf) and formed Cox's Bazar district level GRC consisting 05 members. 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 and disclosed in the LGED website, 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> <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>	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of Business	<ul style="list-style-type: none"> <li>Cash compensation</li> </ul>	Pre-Construction	PIU & Contractor	Social Team

	equivalent replacement value of structure (or part of structure) constructed by the DP.	stage		and PIU
If residential Households are Affected?	<ul style="list-style-type: none"> <li>• 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.</li> </ul>	Pre-Construction stage	PIU & Contractor	
If any squatters are Affected?	<ul style="list-style-type: none"> <li>• Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies.</li> </ul>	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> </ul>	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC

	<ul style="list-style-type: none"> <li>• The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents.</li> </ul>			
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 workplace equipment.</li> <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>	Construction stage	Construction Contractor	
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</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

	<p>specific indication will be in the TMP where parking lot will be established and how it will be managed.</p> <ul style="list-style-type: none"> <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>			
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</li> </ul>	Construction stage	Construction Contractor	Social & Environmental



the RCC roads	<p>social safety matters through 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>			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</li> </ul>	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC

	and code of conduct to be disclosed through consultation and FGD.			
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 fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>• The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site.</li> <li>• Provide signposted and with adequate lighting for diversion road or temporary road.</li> <li>• Signposts clearly mention any slippery areas of diversion.</li> <li>• Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> <li>• Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm.</li> </ul>	Construction phase	PIU Contractor and	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D & SC

	<ul style="list-style-type: none"> <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, antibiotic ointment, antiseptic wipes,</li> </ul>			
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	<p>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</li> </ul>			
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	<p>satisfactory washing and changing facilities.</p> <ul style="list-style-type: none"> <li>• Ensure that all workers exposed to a risk are aware of the possible dangers. They will be given thorough training in how to protect themselves and there will be effective supervision to ensure that the correct methods are being using.</li> <li>• Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures.</li> </ul>			
Traffic Accidents	<ul style="list-style-type: none"> <li>• Clear diversion /temporary road markings.</li> <li>• Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion.</li> <li>• Recording and reporting of accident incidents to local police station</li> <li>• Annual reporting of accident figures to PSC</li> </ul>	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> <li>• The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability.</li> </ul>	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> <li>• LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area</li> <li>• Important places and institutions will be well connected</li> <li>• People will enjoy improved connection to local schools, colleges, and other educational institutions.</li> </ul>	Operation & Maintenance	Local Government institution	Union Parishad

Health & safety risks to workers & Local community/DRPs • Pollution from waste materials • Health & Safety risks to workers and local community/DRPs	• The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase.	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D & SC	LGED and Upazila Parishad
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## 15. Recommendations:

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

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

## 16. Conclusions:

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

The social benefits of these sub-projects are diverse. Through the implementation of the sub-projects, direct and indirect employment will be generated through the engagement of construction work, which will positively impact the local community. The project will also require a good number of unskilled workers that will also be taken from the local community which also contribute to the local economy. People are expected to introduce modern health facilities for disadvantaged people such as women, PWD (Persons with Disability), children, the elderly, pregnant women and other vulnerable groups of the society. All these factors have incremental value on socio-economic aspects as well as the local economy. Therefore, implementations of the proposed package-EMCRP/W-21 comprising 17 sub-projects are safely and highly recommended.

**Annex-01: At a Glance Key Findings by Social Screening of 17 (Seventeen) Sub Project's under package number EMCRP/W21 (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 Shaha paridip North South Parajalia WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m.	Package Number: EMCRP/W21.0 1 & Road ID: 422904032	Bituminous Carpeting (BC) Road	Teknaf Upazila in Cox's Bazar district	1.640	Government land	No	No	No	No	No	Done	Recommended for implementation
02	Improvement of Shah Paridip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m.	Package Number: EMCRP/W21.0 2 & Road ID: 422904034	Bituminous Carpeting (BC) Road	Do	2.700	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Improvement of Sabrang bazar-Sagar ParRoad by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m.	Package Number: EMCRP/W21.0 3 & Road ID: 422904036	Bituminous Carpeting (BC) Road	Do	1.875	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Improvement of Moheshkhali Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m.	Package Number: EMCRP/W21.0 4 & Road ID: 422904037	Bituminous Carpeting (BC) Road	Do	1.487	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m.	Package Number: EMCRP/W21.0 5 & Road ID: 422904038	Bituminous Carpeting (BC) Road	Do	0.782	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 Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m.	Package Number: EMCRP/W21.06 & Road ID: 422904042	Bituminous Carpeting (BC) Road	Teknaf Upazila in Cox's Bazar district	1.830	Government land	No	No	No	No	No	Done	Recommended for implementation
07	Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m.	Package Number: EMCRP/W21.07 & Road ID: 422904045	Bituminous Carpeting (BC) Road	Do	0.300	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation
08	Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhalia Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m.	Package Number: EMCRP/W21.08 & Road ID: 422904047	Bituminous Carpeting (BC) Road	Do	1.432	Government land	No	No	No	No	No	Done	Recommended for implementation
09	Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m.	Package Number: EMCRP/W21.09 & Road ID: 422905198	Bituminous Carpeting (BC) Road	Do	0.430	Government land	No	No	No	No	No	Done	Recommended for implementation
10	Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m.	Package Number: EMCRP/W21.10 & Road ID: 422905181	Bituminous Carpeting (BC) Road	Do	1.620	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
11	Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21.1 1 & Road ID: 422905132	Bituminous Carpeting (BC) Road	Teknaf Upazila in Cox's Bazar district	0.510	Government land	No	No	No	No	No	Done	Recommended for implementation
12	Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number:	EMCRP/W21.1 2 & Road ID: 422905002	Bituminous Carpeting (BC) Road	Do	0.910	Government land	No	No	No	No	No	Done	Recommended for implementation
13	Improvement of Nhila RHD to Nhila new union Parishad Bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21.1 3 & Road ID: 422905289	Bituminous Carpeting (BC) Road	Do	0.510	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation
14	Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m.	Package Number: EMCRP/W21.1 4 & Road ID: 422905086	Bituminous Carpeting (BC) Road	Do	0.825	Government land	No	No	No	No	No	Done	Recommended for implementation
15	Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m.	Package Number: EMCRP/W21.1 5 & Road ID: 422905087	Bituminous Carpeting (BC) Road	Do	0.803	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
16	Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21.16 & Road ID: 422905065	Bituminous Carpeting (BC) Road	Do	0.510	Government land	No	No	No	No	No	Done	Recommended for implementation
17	Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m.	Package Number: EMCRP/W21.17 & Road ID: 422905061	Bituminous Carpeting (BC) Road	Do	0.587	Government land	No	No	No	No	No	Done	Recommended for implementation

**Description of 21.01, 21.02, 21.03, 21.04, 21.05, 21.06, 21.07, 21.08, 21.09, 21.10, 21.11, 21.12, 21.13, 21.14, 21.15, 21.16 & 21.17 (According to Field Data)**

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 Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m.	Package Number: EMCRP/W21 .01 & Road ID: 422904032	Teknaf Upazila	Latitude Value: 20° 46' 30.7374" N Longitude Value: 92° 19' 29.6904" E	Latitude Value: 20° 47' 13.668" N Longitude Value: 92° 19' 56.136" E	-	1640	09/12/2020	09.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	<b>Upazilla official's &amp; Local Government Representatives:</b> <ul style="list-style-type: none"> <li>Due to Rohingya influx, the density of populations has increased which created heavy pressure on existing road structure and created untold miseries to the Host communities. Presently, people of these areas are facing huge traffic jam because of increasing numbers of vehicles of local, national, international agencies as well as Government agencies.</li> <li>Upazila Engineer said, if necessary, to relocate existing infrastructure then</li> </ul>
								09/12/2020	12.45 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
02	Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m.	Package Number: EMCRP/W21 .02 & Road ID: 422904034	Do	Latitude Value: 20° 46' 4.5624" N Longitude Value: 92° 19' 9.0582" E	Latitude Value: 20° 46' 2.9496" N Longitude Value: 92° 20' 2.544" E	-	2700	09/12/2020	09.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								09/12/2020	04.15 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
03	Improvement of Sabrang bazar-Sagar ParRoad by Bituminous	Package Number: EMCRP/W21 .03 & Road ID:	Do	Latitude Value: 20° 49' 30.6012" N Longitude	Latitude Value: 20° 49' 9.9012" N Longitude	-	1875	09/12/2020	09.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)	

	Carpeting (BC) from Ch. 00 to Ch. 1875.0m.	422904036		Value: 92° 17' 49.5996" E	Value: 92° 17' 13.4016" E			09/12/2020	02.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)
04	Improvement of Moheskhal Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m.	Package Number: EMCRP/W21.04 & Road ID: 422904037	Do	Latitude Value: 20° 51' 27.9606" N Longitude Value: 92° 16' 23.9118" E	Latitude Value: 20° 51' 41.385" N Longitude Value: 92° 15' 49.3446" E	-	1487	10/12/2020	09.45 AM	Teknaf Sadar union Parishad	Local government Representatives (Union Parishad Chairman & members)
								10/12/2020	01.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)
05	Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m.	Package Number: EMCRP/W21.05 & Road ID: 422904038	Do	Latitude Value: 20° 51' 25.02" N Longitude Value: 92° 17' 19.968" E	Latitude Value: 20° 51' 33.2634" N Longitude Value: 92° 17' 7.044" E	-	782	10/12/2020	09.45 AM	Teknaf Sadar union Parishad	Local government Representatives (Union Parishad Chairman & members)
								12/12/2020	12.20 PM	Sub-Project Area	Local Stakeholders (Host Communities)
06	Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para- Teknaf khonker Para cyclone shelter connecting	Package Number: EMCRP/W21.06 & Road ID: 422904042	Do	Latitude Value: 20° 49' 54.5016" N Longitude Value: 92° 17' 15.2982" E	Latitude Value: 20° 50' 26.3076" N Longitude Value: 92° 16' 59.4264" E	-	1830	09/12/2020	09.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)
								12/12/2020	03.45 PM	Sub-Project Area	Local Stakeholders (Host Communities)

contact will be made to other implementing agencies including RRRC & CIC from Upazila level for smooth execution of the proposed sub-Project

- Upazila Administration and Government officials firmly confirmed that they will provide all sorts of support and assistance to execute the project.

**Local government Representatives (Union Parishad Chairman & members): -**

- 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

	Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m.										
07	Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasa Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m.	Package Number: EMCRP/W21 .07 & Road ID: 422904045	Do	Latitude Value: 20° 50' 1.7874" N Longitude Value: 92° 18' 0.1794" E	Latitude Value: 20° 50' 4.0554" N Longitude Value: 92° 18' 10.512" E	-	300	09/12/2020	09.30 AM	Sabrang union Parishad	Local government Representatives (Union Parishad Chairman & members)
			Do					09/12/2020	10.00 AM	Sub-Project Area	Local Stakeholders (Host Communities)
08	Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhalia Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m.	Package Number: EMCRP/W21 .08 & Road ID: 422904047	Do	Latitude Value: 20° 51' 45.576" N Longitude Value: 92° 16' 30.432" E	Latitude Value: 20° 51' 20.8074" N Longitude Value: 92° 17' 4.164" E	-	1432	10/12/2020	09.45 AM	Teknaf Sadar union Parishad	Local government Representatives (Union Parishad Chairman & members)
								10/12/2020	01.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)
09	Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique	Package Number: EMCRP/W21 .09 & Road ID: 422905198	Do	Latitude Value: 20° 58' 23.793" N Longitude Value: 92° 14' 53.9412" E	Latitude Value: 20° 58' 23.8044" N Longitude Value: 92° 15' 7.3476" E	-	430	13/12/2020	09.15 AM	Hnila union Parishad	Local government Representatives (Union Parishad Chairman & members)
								13/12/2020	10.22 AM	Sub-Project Area	Local Stakeholders (Host Communities)

- with due importance.
- Upcoming Monsoon may create obstacle and in some cases project activities can slower down. Therefore, EMCRP-LGED need to adopt effective and dynamic strategy to complete he work before Monsoon.
  - Local Government body also confirmed the safeguard team and other stakeholders of the project that no property or belongings of the Households will be affected due to project intervention.
- 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

	house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m.											communities the following aspect came out that should address properly for the betterment of the project implementation;
10	Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m.	Package Number: EMCRP/W21 .10 & Road ID: 422905181	Do	Latitude Value: 20° 59' 53.3724" N Longitude Value: 92° 14' 28.9998" E	Latitude Value: 20° 59' 54.3978" N Longitude Value: 92° 14' 6.6012" E	-	1620	13/12/2020	09.15 AM	Hnila union Parishad	Local government Representatives (Union Parishad Chairman & members)	<ul style="list-style-type: none"> <li>Existing alignment should use to improvement of roads.</li> <li>Community people are very much eager to see improved road where improved facilities will remain inbuilt.</li> <li>There is some problem may arise at the time project intervention but they are very much willing to take these sorts of pain taking efforts.</li> <li>If arise social tension or undue influence by the vested interest group</li> </ul> <p>If necessary, they agree to provide land and space for keeping construction materials.</p>
								13/12/2020	12.15 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
11	Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21 .11 & Road ID: 422905132	Do	Latitude Value: 21° 8' 0.7434" N Longitude Value: 92° 10' 50.0154" E	Latitude Value: 21° 21' 29.8794" N Longitude Value: 92° 10' 55.992" E	-	510	12/12/2020	10.00 AM	Whykong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								12/12/2020	01.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
12	Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number:	EMCRP/W21 .12 & Road ID: 422905002	Do	Latitude Value: 21° 3' 4.8234" N Longitude Value: 92° 13' 56.208" E	Latitude Value: 21° 3' 23.004" N Longitude Value: 92° 13' 35.868" E	-	910	12/12/2020	10.00 AM	Whykong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								12/12/2020	02.12 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

13	Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21 .13 & Road ID: 422905289	Do	Latitude Value: 21° 0' 23.2344" N Longitude Value: 92° 14' 53.5842" E	Latitude Value: 21° 0' 19.3818" N Longitude Value: 92° 15' 10.1514" E	-	510	13/12/2020	09.15 AM	Hnila union Parishad	Local government Representatives (Union Parishad Chairman & members)
								14/12/2020	04.45 PM	Sub-Project Area	Local Stakeholders (Host Communities)
14	Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m.	Package Number: EMCRP/W21 .14 & Road ID: 422905086	Do	Latitude Value: 21° 3' 34.5594" N Longitude Value: 92° 9' 37.728" E	Latitude Value: 21° 3' 18.7194" N Longitude Value: 92° 9' 17.4594" E	-	825	13/12/2020	09.45 AM	Baharchara union Parishad	Local government Representatives (Union Parishad Chairman & members)
								13/12/2020	05.40 PM	Sub-Project Area	Local Stakeholders (Host Communities)
15	Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m.	Package Number: EMCRP/W21 .15 & Road ID: 422905087	Do	Latitude Value: 21° 3' 22.356" N Longitude Value: 92° 9' 45.756" E	Latitude Value: 21° 3' 13.176" N Longitude Value: 92° 9' 21.7794" E	-	803	13/12/2020	09.45 AM	Baharchara union Parishad	Local government Representatives (Union Parishad Chairman & members)
								13/12/2020	04.20 PM	Sub-Project Area	Local Stakeholders (Host Communities)
16	Improvement of Teknaf bus station to Shamlapur GC	Package Number: EMCRP/W21 .16 & Road	Do Do	Latitude Value: 20° 55' 9.12" N	Latitude Value: 20° 55' 4.008" N		510	13/12/2020	09.45 AM	Baharchara union Parishad	Local government Representatives (Union Parishad Chairman &



	road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	ID: 422905065		Longitude Value: 92° 13' 45.408" E	Longitude Value: 92° 13' 29.604" E						members)
								13/12/2020	03.15 PM	Sub-Project Area	Local Stakeholders (Host Communities)
17	Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m.	Package Number: EMCRP/W21 .17 & Road ID: 422905061	Do	Latitude Value: 20° 54' 35.0274" N Longitude Value: 92° 14' 10.752" E	Latitude Value: 20° 54' 28.6194" N Longitude Value: 92° 13' 53.508" E	-	587	13/12/2020	09.45 AM	Baharchara union Parishad	Local government Representatives (Union Parishad Chairman & members)
								13/12/2020	12.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)







**Crest / Top width of Package of 21.01, 21.02, 21.03, 21.04, 21.05, 21.06, 21.07, 21.08, 21.09, 21.10, 21.11, 21.12, 21.13, 21.14, 21.15, 21.16 & 21.17**  
**(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 Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m.	Package Number: EMCRP/W21.01 & Road ID: 422904032	Teknaf Upazila	0.6	3.7	0.6	4.9	
02	Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m.	Package Number: EMCRP/W21.02 & Road ID: 422904034	Do	0.6	3.7	0.6	4.9	
03	Improvement of Sabrang bazar-Sagar ParRoad by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m.	Package Number: EMCRP/W21.03 & Road ID: 422904036	Do	0.6	3.7	0.6	4.9	
04	Improvement of Moheskhal Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m.	Package Number: EMCRP/W21.04 & Road ID: 422904037	Do	0.6	3.7	0.6	4.9	
05	Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m.	Package Number: EMCRP/W21.05 & Road ID: 422904038	Do	0.6	3.7	0.6	4.9	
06	Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m.	Package Number: EMCRP/W21.06 & Road ID: 422904042	Do	0.6	3.7	0.6	4.9	
07	Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m.	Package Number: EMCRP/W21.07 & Road ID: 422904045	Do	0.6	3.7	0.6	4.9	

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
08	Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhali Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m.	Package Number: EMCRP/W21.08 & Road ID: 422904047	Teknaf Upazila	0.6	3.7	0.6	4.9	
09	Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m.	Package Number: EMCRP/W21.09 & Road ID: 422905198	Do	0.6	3.7	0.6	4.9	
10	Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m.	Package Number: EMCRP/W21.10 & Road ID: 422905181	Do	0.6	3.7	0.6	4.9	
11	Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21.11 & Road ID: 422905132	Do	0.6	3.7	0.6	4.9	
12	Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number:	EMCRP/W21.12 & Road ID: 422905002	Do	0.6	3.7	0.6	4.9	
13	Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21.13 & Road ID: 422905289	Do	0.6	3.7	0.6	4.9	
14	Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m.	Package Number: EMCRP/W21.14 & Road ID: 422905086	Do	0.6	3.7	0.6	4.9	

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
15	Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m.	Package Number: EMCRP/W21.15 & Road ID: 422905087	Teknaf Upazila	0.6	3.7	0.6	4.9	
16	Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m.	Package Number: EMCRP/W21.16 & Road ID: 422905065	Do	0.6	3.7	0.6	4.9	
17	Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m.	Package Number: EMCRP/W21.17 & Road ID: 422905061	Do	0.6	3.7	0.6	4.9	

**Annex-02: Pictures of Existing View & location of 17 (Seventeen) Sub-Projects under package number EMCRP/W21, LGED.**

	
<p>Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m. Package Number: EMCRP/W21.01 &amp; Road ID: 422904032</p>	<p>Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m. Package Number: EMCRP/W21.02 &amp; Road ID: 422904034</p>
	
<p>Improvement of Sabrang bazar-Sagar ParRoad by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m. Package Number: EMCRP/W21.03 &amp; Road ID: 422904036</p>	<p>Improvement of Moheskhali Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m. Package Number: EMCRP/W21.04 &amp; Road ID: 422904037</p>
	
<p>Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m. Package Number: EMCRP/W21.05 &amp; Road ID: 422904038</p>	<p>Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m. Package Number: EMCRP/W21.06 &amp; Road ID: 422904042</p>



 <p>A photograph of a street in a village with shops on the left and a dirt road ahead. A blue arrow points forward from a yellow circle on the road, with the text 'Starting Point' in yellow below it.</p>	 <p>A photograph of a dirt road with trees on the left and a white van on the right. A red arrow points forward from a yellow circle on the road, with the text 'Starting Point' in blue below it.</p>
<p>Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m. Package Number: EMCRP/W21.07 &amp; Road ID: 422904045</p>	<p>Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhalia Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m. Package Number: EMCRP/W21.08 &amp; Road ID: 422904047</p>
 <p>A photograph of a dirt road with a green auto-rickshaw on the left and people walking. A yellow arrow points forward from a yellow circle on the road, with the text 'Starting Point' in yellow below it.</p>	 <p>A photograph of a dirt road with a blue building on the left and a small structure on the right. A blue arrow points forward from a yellow circle on the road, with the text 'Starting Point' in blue below it.</p>
<p>Improvement of Nhila R&amp;H to Uttar leda fachinga Para aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m. Package Number: EMCRP/W21.09 &amp; Road ID: 422905198</p>	<p>Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m. Package Number: EMCRP/W21.10 &amp; Road ID: 422905181</p>
 <p>A photograph of a dirt road with people walking and a small structure on the left. A yellow arrow points forward from a yellow circle on the road, with the text 'Starting Point' in blue below it.</p>	 <p>A photograph of a dirt road with a small building on the left and people walking. A blue arrow points forward from a yellow circle on the road, with the text 'Starting Point' in blue below it.</p>
<p>Improvement of Whykong R&amp;H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.11 &amp; Road ID: 422905132</p>	<p>Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number: EMCRP/W21.12 &amp; Road ID: 422905002</p>

	
<p>Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.13 &amp; Road ID: 422905289</p>	<p>Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m. Package Number: EMCRP/W21.14 &amp; Road ID: 422905086</p>
	
<p>Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m. Package Number: EMCRP/W21.15 &amp; Road ID: 422905087</p>	<p>Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.16 &amp; Road ID: 422905065</p>
	
<p>Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m. Package Number: EMCRP/W21.17 &amp; Road ID: 422905061</p>	



**Annex-03: Social Screening of Shaha Parir dip North South Para Jalia Para WAPDA Embankment road  
(Package Number: EMCRP/W21.01)**

**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 Herring Brick Bond (HBB) & Earthen road will be improved under the proposed sub-project (Improvement of Shaha parir dip North South Para jalia Para WAPDA embankment road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1640m). It will be improved on existing alignment which is situated at Sabrang union, ward no.-08 & 09, Mouza-Shaha Parir Dip in Teknaf Upazila of Cox's Bazar District. The proposed road is mainly used by people from four villages. The names of the villages are Shah Porir Dip UttarPara, Mokpura (Majer Dheel), Shahaporir Deep Camp Para, JaliaPara respectively. The proposed road has started from Shaha parir Dip-R&H Road, Zaheer Ahmed's shop (Shaha parir Dip, Uttar Para Bhangar Matha) stretching 1640 meters from South side to east side. The last end of the road merges with Water development Board embankment, on the right side of the proposed road where it ends is the Camp Para Jame Mosque & Panjekhana. From the Starting to the end of the proposed road, there is 01 connecting road, namely Shaha Porir Dip Mogfura Connecting Road. This proposed road is 1.5 km. away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Salt field (05m), Baro Khal (10m), Naf River (200m), at south side Shaha Porir Dip Uttar Para Health Complex, Shaha Porir Dip UttarPara GPS (200m), Uttar Para Juma Mosque & Graveyard (250m), Gabtoli Moar Uttar Para Raster Matha Bazar (300m), Bay of Bengal (900m), Uttar Para Abu Bakker Siddique Mosque (10m), Fatema Mosque (200m), Mogfura Mosque (400m), Embankment (500m), JaliaPara Mosque (1000m), Camp Para Jame Mosque (5m), BGB Tower (100m), Naf River (320m), at west Side salt field (05m), Bay of Bengal (920m), Embankment (800m), Camp Para Graveyard (05m), West Baro khal (5m), Darussaqaqah Al-Islamia Mosque & Madrasa (05m). 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 Shaha parir dip North South Para jalia Para WAPDA Embankment road is situated at Sabrong union, ward no. 08 & 09, Mouza- Shaha Porir Dip in Teknaf Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 46' 30.7374" N & Longitude Value: 92° 19' 29.6904" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 47' 13.668" N & Longitude Value: 92° 19' 56.136" E.

Package summery works of proposed road are mentioned below;

- Improvements of Earth work on Shaha parir dip North South Para jalia Para WAPDA Embk Road from Ch 00-1640.0m.
- Improvements of Bituminous Carpeting (BC) work on Shaha parir dip North South Para jalia Para WAPDA Embankment Road from Ch 00-1640.0m.
- Construction of 03 No cross drain (0.975 x 0.975) at CH 240.0m,545m & Ch 830.m.
- Construction of 01 no Box Culvert of size 2.0m x 2.0m at Ch. 670.0m.
- Construction of 01 no. 3.5 mx3.5 m RCC Box culvert at Ch 456m.
- Construction of 01 no Box Culvert of size 2 vent: 4.5m x 4.5m at Ch. 1270.0m.
- Construction of 450.0m Protection work by Palisading (5.0m long pre-cast RCC post) at different chainages.

Construction of Road Safety & Environmental Mitigation work on Shaha parir dip North South Para jalia Para WAPDA Embk Road.

Important Features of Sub-project Location	
Road ID	422904032
Package No:	EMCRP/W21.01
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	08 & 09
Proposed Chainage	1640m
Distance from Upazila Head quarter	13 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° 46' 30.7374" N Longitude Value: 92° 19' 29.6904" E
Road Ending Point Coordinates	Latitude Value: 20° 47' 13.668" N Longitude Value: 92° 19' 56.136" 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 Shaha parir dip North South Para jalia Para WAPDA Embankment 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 33 skilled and unskilled workforces are expected to be required for the construction work. Among them 8 will be skilled and 33 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 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 size of local population in the project area is near about 14500. Male- 7465 and Female- 7035. The total numbers of families are near about 1900.</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 17 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 12000 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</p>

	<p>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 Broken Herring-bone Bond (HBB) & 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, 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> <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/broken Herring-bone Bond (HBB) road of the</li> </ul>				

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 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 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
- 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-04: Social Screening of Shah Parir dip North West Para-Bazar (Via Hazi Para) road (Package Number: EMCRP/W21.02)**

**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:**

One Broken Herring Brick Bond (HBB) & Earthen road will be improved under the proposed sub-project (Improvement of Shah Parir dip North West Para-Bazar (Via Hazi Para) road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700m). It will be improved on existing alignment which is situated at Sabrang union, ward no.-07 & 09, Mouza- Shaha Porir Dip in Teknaf Upazila of Cox's Bazar District. The proposed road is mainly used by people from seven villages. The names of the villages are Majer Para, Hazir Para, Dakkhin Para, Mistri Para, Bazar Para, Golar Para, Pachchim Para respectively. This proposed road has started from the opposite of Badiur Rahaman's House (Shaha Porir Dip Majer Para Graveyard on the east side and Maulvi Makbool Ahmed Mosque on the west side) on R&H Sea Beach road stretching 2700 meters from West side to East side. The last end of the road merges with R&H Road Jeti Point (Idris Market). From the Starting to the end of the proposed road, there are 03 connecting roads, namely (1) Mistri Para Connecting Road (2) Bazar Para Connecting Road (3) Hazi Sabbir Ahmed Connecting Road. This proposed road is 200m away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Dangar Para GPS (100m), Salt Field (300m), HaziPara Graveyard (05m), Nurani Talimul Quran Madrasa (15m), Mistri Para Jame Mosque (05m), Kharulia Khal (05m, at south side River Embankment (30m), Jalia Goda Mosque, (05m), Hazi Para Jame Mosque (05m), MistriPara Hedaetul Islam Madrasa (15m), Shaha Porir Graveyard (South Jali Guda) 350m, at east side Majer Para Graveyard (10m), Majer Para Mosque (03m), Majer Para GPS (150m), Majer Para Baro Graveyard (05m), Hajir Para Graveyard (08m), Mistri Para Bazar (05m), Bazar Para Graveyard (05m), at west Side Moulovi Makbul Ahmed Mosque (20m), Majer Para Boat Malik Cooperative association limited (100m), Water Development Board Embankment (10-200m), Natun Masjid Bazar Para Jame Mosque (10m), Bazar Para Eidgaon Moidan (10m). 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 Shah Parir dip North West Para-Bazar (Via Hazi Para) road is situated at Sabrang union, ward no.- 07 & 09, Mouza-Shaha Porir Dip in tekna Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 46' 4.5624" N & Longitude Value: 92° 19' 9.0582" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 46' 2.9496" N & Longitude Value: 92° 20' 2.544" E. Package summery works of proposed road are mentioned below;

- Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by earth work from Ch 00-2700.0m
- Improvement of Shah Parir dip North West Para-Bazar Road (Via Hazi Para) including widening by Bituminous carpeting (BC) work from Ch.00 to Ch.2700.0m.
- Construction of 04 No cross drain (0.975 x 0.975) at CH 372m, 870.0m, 1505m & Ch 2510.0m.
- Construction of 02 no Box Culvert of size 1.5m x 1.5.0m at Ch. 568.0m & Ch.893.0m.
- Construction of 01 no Box Culvert of size 2.0m x 2.0m at Ch. 1115.0m.
- Construction of 01 no Box Culvert of size 2vent: 4.0m x 4.0m at Ch. 1827.0m.
- Construction of 142.0m Surface drain and 118.0m Palisading work (Brick) at different chainages.

Constructions of Road Safety & Environmental Mitigation work on Shah Parir dip North West Para-Bazar road (Via Hazi Para).



Important Features of Sub-project Location	
Road ID	422904034
Package No:	EMCRP/W21.02
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	07 & 09
Proposed Chainage	2700m
Distance from Upazila Head quarter	15.00 Km
Distance from Marine Drive	200m
Present Condition of Road	Broken Bituminous Carpeting (BC), Broken Herring bone Bond (HBB), Broken Brick Flat Soiling (BFS) and Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 46' 4.5624" N Longitude Value: 92° 19' 9.0582" E
Road Ending Point Coordinates	Latitude Value: 20° 46' 2.9496" N Longitude Value: 92° 20' 2.544" E
Land ownership	Government Land

**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 54 skilled and unskilled workforces are expected to be required for the construction work. Among them 14 will be skilled and 40 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 nonskilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet</p>

	<p>project requirements?</p> <p><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?</p> <p><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?</p> <p><b>Answer:</b> The size of local population in the project area are near about 11500. Both are Male 51.50% and Female 48.50%. Total Households are near about - 2200.</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 18 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 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 10,000 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</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> 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 Broken Bituminous Carpeting (BC), Broken Herring bone Bond (HBB), Broken Brick Flat Soiling (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?	✓			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due to road construction.

16. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of 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				
<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?				

<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>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 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 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-05: Social Screening of Sabrang bazar-Sagar ParRoad (Package Number: EMCRP/W21.03)**

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

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

<p><b>Description of sub-project/component interventions:</b></p> <p>Sabrang Bazar -Sagar ParBroken Herring-bone Bond (HBB) &amp; earthen road will be improvement under the proposed sub-project (Improvement of Sabrang bazar -Sagar Parroad by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1875 m). Based on field survey; this proposed road is at present Broken Herring-bone Bond (HBB) &amp; earthen. It will be improved on existing alignment which is situated under Sabrang union, Village- Alerdril, kulermukh &amp;hadurchora Ward-02, Mouza- Sabrang of Teknaf Upazila under Cox's Bazar District. The proposed road has started from Alerdril more of Teknaf kachubunia road and ended Marine drive road stretching 1875 meters from east side to west Side. From the Starting to the end of the proposed road, there are three connecting roads, namely (1) HinduPara Connection Road and (2) South alerdril BFS Connection Road and (3) surer Para connecting road. This road is connected Marine drive road. Starting</p>
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point GPS Coordinates: Latitude Value: 20° 49' 30.6012" N & Longitude Value: 92° 17' 49.5996" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Alerdril Jame Mosque, Madrasha & Graveyard (300m) and Adarsh Jame Mosque & Madrasha(500m). At west side Bay of Bengal (20m). At south side Alerdril jame mosque and Madrasha (10m), Alerdril GPS (500m), Alerdril Community clinic (500m), sabrang crematory (300m), BGB Camp (300m), Haderchora (10m). At east side sabrang High School &GPS (1km), Sabrang Bazar, Mosque &Graveyard (1km). At South east vocational school (30m). At North east WFS center (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 Sabrang Bazar -Sagar Paris categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 49' 9.9012" N & Longitude Value: 92° 17' 13.4016" E.

Package summery works are mentioned below;

Proposed safety structures for road improvement of Earth work on Sabrang bazar-Sagar Parroad from Ch 00-1875.0m. Improvement of Bituminous Carpeting work on Sabrang bazar-Sagar Parroad from Ch 00-1875.0m. Construction of 07 No cross drain (0.975 x 0.975) at different chainages on Sabrang bazar-Sagar Parroad. Construction of 02 nos.1vx4.5 mx4.5 m RCC Box culvert at Ch. 1072.0m & Ch. 1780.0m on Sabrang bazar-Sagar Parroad. Construction of 353.0m Palisading work (Brick) on Sabrang bazar-Sagar Parroad. Construction of road Safety work on Sabrang bazar-Sagar Parroad. Construction of Environmental Mitigation work on Sabrang bazar-Sagar Parroad.

<b>Important Features of Sub-project Location</b>	
Road ID	422904036
Package No:	EMCRP/W21.03
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	02
Proposed Chainage	1875m
Distance from Upazila Head quarter	6 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' 30.6012" N Longitude Value: 92° 17' 49.5996" E
Road Ending Point Coordinates	Latitude Value: 20° 49' 9.9012" N Longitude Value: 92° 17' 13.4016" 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 Bazar -Sagar ParRoad 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 38 skilled and unskilled workforces are expected to be required for the construction work. Among them 10 will be skilled and 28 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 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 size of local population in the project area are near about 4500. Male- 2300 and Female- 2200. The total number of families are near about 900.</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 12 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</p>



	<p>their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>✓ <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 2000 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
<b>Involuntary Acquisition of Land/ Land Donation/ Land Taking</b>				
1. Will there be any land acquisition?		√		No land will be required to intend Proposed Bituminous Carpeting (BC) road construction.
2. Is the site for land taking known?	√			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	√			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken Herring-bone Bond (HBB) & 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? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, approximately how many? N/A
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
<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> <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/broken HBB/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>
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 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; <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</li> </ul>

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 Moheshkhali Para sea beach-Langurbil Road (Package Number: EMCRP/W21.04)**

**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:**

One Broken Brick Flat Soiling (BFS) & Earthen road will be improved under the proposed sub-project (Improvement of Moheshkhali Para sea beach-Langurbil road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487m). It will be improved on existing alignment which is situated at Teknaf Sadar union, ward no.-03 & 05, Mouza-Teknaf in Teknaf Upazila of Cox's Bazar District. The proposed road is mainly used by people from six villages. The names of the villages are Moheshkhali Para, Tulatuli, Lambari Para, Natun Kallan Para, Lengur bill Goder bill respectively. The proposed road has started from the front of Md. Gani Member's house in Madhyam Maheshkhali Para stretching 1487 meters from east to west side. The last end of the road merges with Cox's Bazar Marine Drive. From the Starting to the end of the proposed road, there are 05 connecting roads, namely (1) Seabeach connecting road (2) Teknaf Sadar Upazila connecting road (3) GPS connecting road (4) Moheshkhali Para connecting road & (5) Uttar baro Madrasa connecting road. This proposed road is 01.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Tulatuli unregistered primary school (700m), GPS cum cyclone center (700m), at south side Moheshkhali Para graveyard (600m), Moheshkhali Para government primary school (1 km.), Chowmohoni Mosque & Madrasa (500m), at east side Battali Bazar (500m), Teknaf Sadar UP office (500m), Moheshkhali Para Rahamaniya Jame mosque & Madrasa (05m), at west Side Bay of Bengal (800m), Uttar Moheshkhali Para Moshjidul Waledain Mosque & Madrasa (05m), Moheshkhali Para Tulatoli Khal (05m), Marine Drive (800m). 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 Moheshkhali Para sea beach-Langurbil road is situated at Teknaf Sadar union, ward no.- 03 & 05, Mouza-Teknaf in Teknaf Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 51' 27.9606" N & Longitude Value: 92° 16' 23.9118" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 51' 41.385" N & Longitude Value: 92° 15' 49.3446" E.

Package summery works of proposed road are mentioned below;

- Improvement of Bituminous Carpeting work on Moheshkhali Para sea beach-Langurbil Road from Ch 00-1487.0m
- Construction of 02 No cross drain (0.975 x 0.975) at CH 335m & Ch 1211.0m.
- Construction of 01 no.3.0 mx3.0 m RCC Box culvert at Ch 244.0m
- Construction of 01 nos.1vx4.5 mx4.5 m RCC Box culvert at Ch. 1445.0m.
- Construction of 83.0m Surface drain and 167.0m Palisading work (Brick) at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Moheshkhali Para sea beach-Langurbil Road.

Important Features of Sub-project Location	
Road ID	422904037
Package No:	EMCRP/W21.04
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf Sadar
WARD	03 & 05
Proposed Chainage	1487m
Distance from Upazila Head quarter	03.00 Km
Distance from Marine Drive	01.00 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: 20° 51' 27.9606" N Longitude Value: 92° 16' 23.9118" E
Road Ending Point Coordinates	Latitude Value: 20° 51' 41.385" N Longitude Value: 92° 15' 49.3446" 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	✓ How many foreign and local workers will be needed for the remaining

<p>involve an influx of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>period of the project, with what skill set?</p> <p><b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 30 skilled and unskilled workforces are expected to be required for the construction work. Among them 08 will be skilled and 22 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the nonskilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><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?</p> <p><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>
<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 are near about 27400. Both are Male 51.50% and Female 48.50%. Total Households are near about 5600.</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 14km 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 5,000 local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local</li> </ul>

	people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><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 Broken Brick Flat Soiling (BFS) & Earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?	√			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due to road construction.
16. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of 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				
<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.				



<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 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>

**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:

Teknaf Waliabad Alhaz Wali Hafsa Panjakhana Gowdarbil Broken Bituminous Carpeting (BC), Broken Brick Flat Soiling (BFS) & Earthen road will be improvement under the proposed sub-project (Improvement of Teknaf Waliabad Alhaz Wali Hafsa Panjakhana Gowdarbil Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 782m). Based on field survey, this proposed road is at present Broken Bituminous Carpeting (BC), Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated under Teknaf sadar union, Village- Purbo gudarbill, Ward-06, Mouza- Teknaf of Teknaf Upazila under Cox's Bazar District. The proposed road has started from Purbo Gugarbill bridge and ended Purbo Gudarbill graveyard stretching 782 meters from east side to west Side. From the Starting to the end of the proposed road, there are two connecting roads, namely (1) Sea beach Road and (2) Acharbunia Connection Road. This road 1.5 KM away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 20° 51' 25.02" N & Longitude Value: 92° 17' 19.968" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Anasbin Malik madrasha and Mosque (5m), Upazila (1km). At south side Mohammodia Riajul Jannah Dhakil madrasha (20m), gudarbill Eidgah (20m), Teknaf gorur hat (20m), pond (30m). At East Teknaf Pilot High School & GPS (150m), Teknaf Degree College (200m), Gudarbill chora (5m), Teknaf post office (300m). At west side Teknaf Fire station (500m), Gudarbill graveyard (5m) & Moheshkalia Para-GPS (1km). 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 Teknaf Waliabad Alhaz Wali Hafsa Panjakhana Gowdarbil Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 51' 33.2634" N & Longitude Value: 92° 17' 7.044" E. Package summery works are mentioned below;

Proposed safety structures for road Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by earth work from Ch 00-782.0m. Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road included widening by Bituminous carpeting work from Ch.00 to ch.782.0m. Construction of 01 no. 4.0 mx4.0 m RCC Box culvert at Ch 7.0m on Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road. Construction of Road Safety work on Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road. Construction of Environmental Mitigation work on Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road.

Important Features of Sub-project Location	
Road ID	422904038
Package No:	EMCRP/W21.05
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf sadar
WARD	06
Proposed Chainage	782m
Distance from Upazila Head quarter	1 Km
Present Condition of Road	Broken Bituminous Carpeting (BC), Broken Brick Flat Soiling (BFS) & Earthen
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 51' 25.02" N Longitude Value: 92° 17' 19.968" E
Road Ending Point Coordinates	Latitude Value: 20° 51' 33.2634" N Longitude Value: 92° 17' 7.044" 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 Teknaf Waliabad Alhaz Wali Hafsa Panjakhana Gowdarbil 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</p>

	<p>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 constructions 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 8000. Male- 3900 and Female- 4100. The total number of families is near about 1600.</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 9/10 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 3000 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 Broken Bituminous Carpeting (BC), Broken Brick Flat Soiling (BFS) & Earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and		✓		No question of land acquisition. So,

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

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

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

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

- Price may be hike of essential commodities in local hat Bazar.
- Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.
- Heavy loaded vehicle movement through the earthen/broken Bituminous Carpeting (BC) /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 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 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
- 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 Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting Road (Package Number: EMCRP/W21.06)**

**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 Monder Dail Hashem member House to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be improvement under the proposed sub-project (Improvement of Sabrang Monder Dail Hashem member House to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1830m). 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- Monderdail, Kurabujjya Para, Bahar chara, fatehaliPara & kunkarPara, Ward-01, Mouza- Sabrang of Teknaf Upazila under Cox's Bazar District. The proposed road has started from the Rasel shop of Monder dail road of Sabrang to Sea beach road and ended Kurabujjya Para Basir Uddin House stretching 1830 meters from South side to North Side. From the Starting to the end of the proposed road. This road 500m away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 20°49'54.5" N & Longitude Value: 92°17'15.3"E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side KungkarPara cyclone shelter (150m). At west side Fatehali Para graveyard (1 km.), Bay of Bengal (500m), Marine drive (500m). At south side Monderdail GPS (01 Km.) & Paschim monder dail ebtedayi Dhakil madrasa (01 Km), Paschim Monder dail Jame Mosque (50 m). At east side kura bujjaPara notun jame Mosque (05m), KurabujjaPara baitun omor bin Mosque and Madrasa (05m), Roshidiya Fayjul ulom Madrasa,yatimkhana & Hefjakhna (05m) & Rejukhal (100m). No scope to disturbance of this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefited by the implementation of this sub-project directly.

**Sub-project Location:**

Proposed road is situated within the catchment area of Sabrang Monder Dail Hashem member House to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 50' 26.3076"N Longitude Value: 92° 16' 59.4264" E. Package summery works are mentioned below;

Proposed safety structures for road Improvement of Earth work on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting Road from Ch 00-1830.0m. Improvement of Bituminous Carpeting work on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road from Ch 00-1830.0m. Construction of 04 nos. cross drain (0.975 x 0.975) at CH 91.0m, 155m, 295m & Ch 880m on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road. Construction of 01 no Box Culvert of size 2.50m x 2.50m at Ch. 1577.0m on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road. Construction of 03 nos. Box Culvert of size 1.5m x 2.0m at Ch. 200.0m, 271.0m & Ch 1228.0m on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road. Construction of 125.0m Palasading (Brick) work on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road. Construction of Road Safety work on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road. Construction of Environmental

Mitigation work on Subrang Monder Dail Hasem Member house to Kurabujjya Para- Teknaf khonker Para cyclone shelter connecting road.

Important Features of Sub-project Location	
Road ID	422904042
Package No:	EMCRP/W21.06
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	01
Proposed Chainage	1830m
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°49'54.5" N Longitude Value: 92°17'15.3"E
Road Ending Point Coordinates	Latitude Value: 20° 50' 26.3076"N Longitude Value: 92° 16' 59.4264"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 Monder Dail Hashem member House to Kurabujjya Para- Teknaf khonker Para cyclone shelter 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 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 37 skilled and unskilled workforces are expected to be required for the construction work. Among them 9 will be skilled and 28 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 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 size of local population in the project area is near about 3250. Male- 1650 and Female- 1600. The total number of families is near about 650.</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 12/13 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 8000 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	<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>

their presence or interaction with the local community could create adverse impacts?	<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 Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & 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 and DRP Camp.				
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/ HBB/RCC/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 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 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
- 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 Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road (Package Number: EMCRP/W21.07)**

**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 Darul Ulum Madrasha to Mondol Para Foarkania Madrasha Road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 300m. Based on field survey, this proposed road is at present broken Bituminous Carpeting (BC). It will be improved on existing alignment which is situated under Sabrang Union, Village- MondolPara, Ward-04. of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Teknaf to Sabrang R & H road at North side of Sabrang Boro Madrassa. The road passed beside a store named New Bhai Bhai Store stretching 300 meters from West side to East side. Starting point GPS Coordinates: Latitude Value: 20° 50' 1.7874" N & Longitude Value: 92°

18' 0.1794" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side MogPara School (10m), MouloviPara Graveyard (782m), Jamia mosque (500m), Budhist Mondir (900m), MogPara Mosque (20m), North MondolPara (250). At South side Pochum Para-Graveyard (500m), Pachum Para-Mosque (500m), Lejur Para-Mosque (900m), Acharbunia Mosque (782m), Deilarbeel Mosque (900m). At East side Mondol Para-Graveyard (200m), Salt Yard (950m), Mondol Para-Mosque (20m). At West side Sabrang Public School (400m), Sabrang High School (200m), Chowdhury Para/ Mondol Para-Petrol Pump (30m), Uttor NoyaPara Mosque (500m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

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

Proposed road is situated within the catchment area of Sabrang Darul Ulum Madrasha to Mondol Para Foarkania Madrasha Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 300m at Village- MondolPara, Ward-04. of Teknaf Upazila in Cox's Bazar District. Ending point GPS Coordinates: Latitude Value: 20° 50' 4.0554" N & Longitude Value: 92° 18' 10.512" E.

Package summery of proposed road works are mentioned below;

- Improvement of Sabrang Darul Ulum Madrasha to Mondol Para Foarkania Madrasha Road includind widening by Bituminous carpeting work from Ch.00 to Ch.300.0m.
- Construction of 01 nos Box Culvert of size 1.5m x 2.0m at Ch.221.
- Construction of 21.0m Palasading (Brick) work & 69.0m Surface drain at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Sabrang Darul Ulum Madrasha to Mondol Para Foarkania Madrasha Road.

Important Features of Sub-project Location	
Road ID	422904045
Package No:	EMCRP/W21.07
District	Cox's Bazar
Upazila	Teknaf
Union	Sabrang
WARD	04
Proposed Chainage	300m
Distance from Upazila Head quarter	06 Km
Present Condition of Road	Broken Bituminous Carpeting (BC)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 50' 1.7874" N Longitude Value: 92° 18' 0.1794" E
Road Ending Point Coordinates	Latitude Value: 20° 50' 4.0554" N Longitude Value: 92° 18' 10.512" 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 Sabrang Darul Ulum Madrasha to Mondol Para Foarkania Madrasha 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 06 skilled and unskilled workforces are expected to be required for the construction work. Among them 02 will be skilled and 04 will be unskilled workforces. No foreign workers are will not be needed to at this locality in construction work. The construction area is totally out of the camp, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be 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 15675. Out of 15675 population, 7622 are males and 8053 are females. The total number of families is near about 1600.</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 22/24km 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 5000/7000 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>

	<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.
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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 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 Broken Bituminous Carpeting (BC).
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 improvement of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources		√		No

owned communally or by the state be restricted?				
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [V ] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V ] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V ] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 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</li> </ul>				

hassle.

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

**Annex-10: Social Screening of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhali Para Road (Package Number: EMCRP/W21.08)**

**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:**

Teknaf Sadar UP office to Sea beach via Moheshkhali Para Broken Bituminous Carpeting (BC) & Broken Reinforced cement concrete (RCC) road will be improvement under the proposed sub-project (Improvement of Teknaf Sadar UP office to Sea beach via Moheshkhali Para-Road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1432m). Based on field survey, this proposed road is at present broken Bituminous Carpeting (BC) & broken Reinforced cement concrete (RCC). It will be improved on existing alignment which is situated under Teknaf sadar union, Village- MoheshkhaliPara, Adarshagram and Paschim Gudarbill Ward-05 and 06, Mouza- Teknaf of Teknaf Upazila under Cox's Bazar District. The proposed road has started from the MohashkhaliPara Teknaf up office connecting to and ended Sea beach Bituminous Carpeting (BC) road stretching 1432 meters from north side to south Side. From the Starting to the end of the proposed road, there are two connecting roads, namely (1) sea beach Connection Road and (2) Notun pollan Para-Connection Road. This road 1.00 Km. away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 20°51' 45.576" N & Longitude Value: 92° 16' 30.432" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Lengerbil GPS (800m), Tulatoli GPS (200m), Tulatoli madrasa(20m), Botloti Bazar Mosque (60m), Azizul Haque Market (25m) and Tulatuli non-government Primary school(200m). At west side Azizur Rahman market (10m), Hamja Mosque (160 m), MoheshkhaliPara playground (10m), Islamia Reserch Center (80), Moheshkhali Para-GPS and Cyclone center (15m), khelar mat (5m), Dakkin Moheshkhali ParaJame Mosque and Madraha (16m). At south west side Moheshkhali Para kashemul madrasa (50m), At south side Bay of Bengale (1Km), Moheshkhali Para-GPS (80m). Moheshkhali Para graveyard (200m), Moheshkhali Para old Mosque (50m), Belal Mosque (25m). At north west Mohesh kalia bazar Mosque (400m). At east side Teknaf Sadar Up complex (200m), Azizul haque market (150m), Albelal Mosque (40m), Kalu mia market (15m), rahmania Mosque (150m), Nurul islam member Rice mill (300m). 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 Teknaf Sador UP office to Sea beach via Moheshkhali Para-Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 51' 20.8074"N & Longitude Value: 92°17' 4.164" E.

Package summery works are mentioned below;

Proposed safety structures for road Improvement of Teknaf Sador UP Office to Sea-Beach Road via Moheshkhali Para road by earth work from Ch 00-1432.0m. Improvement of Teknaf Sador UP Office to Sea-Beach road via Moheshkhali Para road by Bituminous carpeting work including widening from Ch.00 to Ch.1432.0m. Construction of 01 No cross drain (0.975 x 0.975) at CH 1126m on Teknaf Sador UP Office to Sea-Beach road via Moheshkhali Para road. Construction of 154.0m Palisading (Brick) work on Teknaf Sador UP Office to Sea-Beach road via Moheshkhali Para road. Construction of road Safety work on Teknaf Sador UP Office to Sea-Beach road via Moheshkhali Para road. Construction of Environmental Mitigation work on Teknaf Sador UP Office to Sea-Beach road via Moheshkhali Para road.

Important Features of Sub-project Location	
Road ID	422904047
Package No:	EMCRP/W21.08
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf Sador
WARD	05 and 06
Proposed Chainage	1432m
Distance from Upazila Head quarter	05 Km
Present Condition of Road	Broken Bituminous Carpeting (BC) & Broken Reinforced cement concrete (RCC)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 51' 45.576" N Longitude Value: 92° 16' 30.432" E
Road Ending Point Coordinates	Latitude Value: 20° 51' 20.8074" N Longitude Value: 92° 17' 4.164" 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 Teknaf Sador UP office to Sea beach via Moheshkhali Para-Road 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	✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?

involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<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 29 skilled and unskilled workforces are expected to be required for the construction work. Among them 7 will be skilled and 22 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 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 size of local population in the project area are near about 10250. Male- 5250 and Female- 5000. The total number of families are near about 2051.</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 11/12 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 7000 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,	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p>



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><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 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 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 Broken Bituminous Carpeting (BC) & Broken Reinforced cement concrete (RCC).

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 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.				

<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/broken HBB/BFS/RCC 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 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>• 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-11: Social Screening of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road (Package Number: EMCRP/W21.09)**

**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:**

One Broken Herring Brick Bond (HBB) road will be improved under the proposed sub-project (Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430m). It will be improved on existing alignment which is situated at Nhila union, ward no.-08, Mouza-South Nhila in Teknaf Upazila of Cox's Bazar District. The proposed road is mainly used by people from five villages. The names of the villages are East Pachinga Para, South Pachinga Para, North South Pachinga Para, Lamar Para & east Leda respectively. This proposed road has started from the corner of shop name Medico on Teknaf Cox's Bazar Highway stretching 430 meters from West to East side. The last end of the road merges with East Pachinga Para-Leda road, Siddique's House. From the Starting to the end of the proposed road, there are 02 connecting roads, namely (1) Leda Khal-Lamar Para Connecting Road & (2) Mr. Anwar Hosain -Highway Connecting Road. This proposed road is 23.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Ebne Abbas Madrasa (05m), Ali Khali khal (400m), Ali khali solar power plant (550m), Modhumoti salt factory (500m), Brick field (500m), Sk. Anwar Shrimp Fish project (1km), at south side Ebne Abbas Mosque & orphanage (5m), Ekra Nurani Kindergarten (05m), Leda Junior High school (200m), Forest bit office (300m), Leda Lamar Para Baro Mosque & graveyard (800m), at east side Naf river (01 km.), Leda Khal (100m), Lamar Para Mosque (300m), Field salt, at west Side IOM Hospital (500m), Corona Hospital (500m), Tower Marke (10m), Brick field (500m), Lamoni Para Mosque & graveyard (300m), Leda GPS (400m), BGB Camp (400m), Leda community clinic (400m), Leda west hill (01 km.), Leda Reserved Forest (01 km.) & Leda camp (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 Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house road is situated at Nhila union, ward no.-08, Mouza-South Nhila in Teknaf Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 58' 23.793" N & Longitude Value: 92° 14' 53.9412" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 58' 23.8044" N & Longitude Value: 92° 15' 7.3476" E.

Package summery of proposed road works are mentioned below;

- Improvement of Bituminous Carpeting (BC) work on Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road from Ch 00-430.0m.
- Construction of 03 No cross drain (0.975 x 0.975) at CH 54, 122m & Ch 305m.
- Construction of 01 no. Box Culvert of size 1.5m x 2.0m at Ch.228.
- Construction of 18.0m RCC U- Drain works at different Chainages.
- Construction of 144.0m Palisading work (3.0m height brick masonry and 5.0 m height precast RCC post) different Chainages.
- Construction of Road Safety & Environmental Mitigation work on Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road.

**Important Features of Sub-project Location**

Road ID	422905198
Package No:	EMCRP/W21.09
District	Cox's Bazar

Upazila	Teknaf
Union	Nhila
WARD	08
Proposed Chainage	430m
Distance from Upazila Head quarter	18.00 Km
Distance from Marine Drive	23.00 Km
Present Condition of Road	Broken Herring Brick Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 58' 23.793" N Longitude Value: 92° 14' 53.9412" E
Road Ending Point Coordinates	Latitude Value: 20° 58' 23.8044" N Longitude Value: 92° 15' 7.3476" 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 09 skilled and unskilled workforces are expected to be required for the construction work. Among them 02 will be skilled and 07 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 nonskilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <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?</p>

	<p><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 are near about 3782. Both are Male 51.50% and Female 48.50%. Total Households are near about 900.</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 600m 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 6,500 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?</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 Broken Herring Brick Bond (HBB).
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?	✓			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				
<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</li> </ul>				



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

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

## **Annex-12: Social Screening of Nhila Uluchamari GPS to Kala Pahar road (Package Number: EMCRP/W21.10)**

### **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:**

One Broken Brick Flat Soling (BFS) road will be improved under the proposed sub-project (Improvement of Nhila Uluchamari GPS to Kala Pahar road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620m). It will be improved on existing alignment which is situated at Nhila union, ward no.-06, Mouza-South Nhila in Teknaf Upazila of Cox's Bazar District. The proposed road is mainly used by people from seven villages. The names of the villages are North Uluchamari, South Uluchamari, Marung Para, Lesu Prang, Soto Lesu Prang, Uluchamari Coner Para, uluchamari Majer Para respectively. This proposed road has started from the corner of Uluchamari government primary school on Dorga-Alikhali road stretching 1620 meters from East side to West side. The last end of the road ends near the house of Uluchamari Master Amir Hossain. From the Starting to the end of the proposed road, there are 03 connecting roads, namely (1) Soto Lechu Parang Connecting Road (2) North Uluchamari Connecting Road & (3) Uluchamari Connecting Road. This proposed road is 05.00 km. away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within

1km.) of site are at north side Soto Lesu Parang Jame Mosque (500m), Baro Lesu Parang Juma Mosque (1000m), Lesu Parang Baro graveyard (1000m), Lesu Parang Nurani Madrasa (200m), Hamjar Chara (500m), Pankhali Government primary school (01 Km.), Soto Lechu Parang Nurani Madrasa (500m), at south side Uluchamari Central Jame Mosque (05m), Uluchamari GPS (15m), Uluchamari Pond (150m), Guer Chara (05m), West Uluchamari Juma Mosque (10m), at East side Amri Khal (01 km.), Chowdhury Para Khal (500m), Alauddin's Chader Guda (500m), Rangkhikhali Koner Para Mosque (500m), Ranghikhali graveyard (500m), at west side Khaleque Bin Wali Madrasa (100m), Bottali Hill (Hamjer Chara) (01 Km.), Dan Hater Chara Social Forest (500m). 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 Nhila Uluchamari GPS to Kala Pahar road is situated at Nhila union, ward no.-06, Mouza-South Nhila in Teknaf Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 59' 53.3724" N & Longitude Value: 92° 14' 28.9998" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 20° 59' 53.3724" N & Longitude Value: 92° 14' 28.9998" E

Package summery of proposed road works are mentioned below;

- Improvement of Bituminous Carpeting (BC) work on Nhila Uluchamari GPS to Kala Pahar Road from Ch 00-1620.0m.
- Construction of 02 No cross drain (0.975 x 0.975) at CH 620m & Ch 919.0m.
- Construction of 01 no Box Culvert of size 2.0m x 1.5.0m at Ch.1303.0m.
- Construction of 01 no Box Culvert of size 2.50m x 2.50m at Ch.1564.0m.
- Construction of 372.0m Palisading (Brick) work at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Nhila Uluchamari GPS to Kala Pahar Road.

Important Features of Sub-project Location	
Road ID	422905181
Package No:	EMCRP/W21.10
District	Cox's Bazar
Upazila	Teknaf
Union	Nhila
WARD	06
Proposed Chainage	1620m
Distance from Upazila Head quarter	18.00 Km
Distance from Marine Drive	05.00 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° 59' 53.3724" N Longitude Value: 92° 14' 28.9998" E
Road Ending Point Coordinates	Latitude Value: 20° 59' 53.3724" N Longitude Value: 92° 14' 28.9998" 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?</p> <p><b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 32 skilled and unskilled workforces are expected to be required for the construction work. Among them 08 will be skilled and 24 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the nonskilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><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?</p> <p><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?</p> <p><b>Answer:</b> The size of local population in the project area is near about 8250. Both are Male 51.50% and Female 48.50%. Total Households are near about 925.</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 1500m 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</p>

	<p>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 2,500 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?</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 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 Broken Brick Flat Soling (BFS) & 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? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes If yes, approximately how many? N/A
Are any of them poor, female-heads of households, or vulnerable to poverty risks? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
Are any displaced persons from indigenous or ethnic minority groups? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes
<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; <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 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 Whykong R&H to katakhali purbo Para-Road (Package Number: EMCRP/W21.11)**

#### **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:**

Whykong R&H to Katakhalī Purbo Para Road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 510m. Based on field survey, this proposed road is at present Herring bone Bond (HBB) and Brick Flat Soling (BFS) broken. It will be improved on existing alignment which is situated under 01 no Whykong Union, Village- Katakhalī, Ward-01. of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Cox's Bazar Teknaf R&H road, Katakhalī Station, opposite side of Katakhalī Jumma Mosque stretching 510 meters from West side to East side. This proposed road (starting point) is near Abul Hossain's Shop. Starting point GPS Coordinates: Latitude Value: 21° 8' 0.7434" N & Longitude Value: 92° 10' 50.0154" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Palong khali khal (300m), Pahari beel (900m). At South side Katakhalī Jumma Mosque (25m), Furkania Hefzokhana (200m), Graveyard (25m), Boddho Mondir (950m), Boddho Shoshan (1000m). At East side Aktadia Madrassa (500m), Katakhalī GPS (450m), Rastar Matha jame Mosque (500m). At West side Katakhalī West Para-Mosque (500m), Katkhali West Para-Graveyard (500m), BRAC School (400m), Hatimara Mosque (650m), Katkhali Fuanasara Mosque (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 Katakhalī PurboPara Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 510m at Village- Katakhalī, Union- 01 no Whykong, Ward-01 of Teknaf Upazila in Cox's Bazar District. Ending Point is behind Aboul Monjur's House, Ending point GPS Coordinates: Latitude Value: 21° 21' 29.8794" N & Longitude Value: 92° 10' 55.992" E.

Package summery of proposed works are mentioned below;

- Improvement of Earth work on Whykong R&H to katakhali purbo Para-Road from Ch 00-510.0m
- Improvement of Bituminous Carpeting (BC) work on Whykong R&H to katakhali purbo Para-Road from Ch 00-510.0m.
- Construction of 01 No cross drain (0.975 x 0.975) at CH 266m.
- Construction of 01 no Box Culvert of size 2.50m x 2.50m at Ch.7.0m.
- Construction of 03-Vent 01 no.3.0mx2.5m RCC Box culvert at Ch 93.0m.

- Construction of 155.0m RCC U- Drain works at different chainages.
- Construction of 70.0m Palisading work (5.0m height precast RCC post) at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Whykong R&H to katakhali purbo Para-Road.

Important Features of Sub-project Location	
Road ID	422905132
Package No:	EMCRP/W21.11
District	Cox's Bazar
Upazila	Teknaf
Union	01 no Whykong
WARD	01
Proposed Chainage	510m
Distance from Upazila Head quarter	35 Km
Present Condition of Road	Broken Herring bone Bond (HBB) and Broken Brick Flat Soling (BFS)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 8' 0.7434" N Longitude Value: 92° 10' 50.0154" E
Road Ending Point Coordinates	Latitude Value: 21° 21' 29.8794" N Longitude Value: 92° 10' 55.992" 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 Whykong R & H to Katakhali Purbo Para Road have no located historical sites were found. There are not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> For the remaining period of the project, In the based on FGD approximately 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 07 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> 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> According to the Union Parishad and local's community, the size of local population of the sub-project area is 10450. Out of 10450 population, 4990 are males and 5460 are females. The total number of families is near about 1900.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> The sub-project area belongs to the host community. There is no Rohingya people near this proposed road. The Rohingya camp is 06 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 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 5,000/6,000 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	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p>

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

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed Bituminous Carpeting (BC) road construction.
2. Is the site for land taking known?	✓			Bituminous Carpeting (BC) road will be 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 Broken Herring bone Bond (HBB) and Broken Brick Flat Soling (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?		√		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the				

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

**Annex-14: Social Screening of Noa Bazar to Mina Bazar Road (Package Number: EMCRP/W21.12)****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:**

Noa Bazar to Mina Bazar Road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 910m. Based on field survey, this proposed road is at present Brick bone Bond (BFS) broken and Earthen. It will be improved on existing alignment which is situated under Whykong Union, Village- East Shatghoria Para, Ward-07 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Teknaf R & H, left side of Noyabazar station, Jesmin Pharmacy, Abdul Jobbor Shikdar road stretching 910 meters from East side to West side. Starting point GPS Coordinates: Latitude Value: 21° 3' 4.8234" N & Longitude Value: 92° 13' 56.208" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Mina Bazar (150m), Mina Bazar Community Center (100m), Malikobi Mosque (80m), Mina Bazar Jame Mosque (15m). At South side Station Gol Mosque (20m), Darus salam Jame Mosque (300m). At East side Old Jame Mosque (5m), Purbo Para Jame Mosque (300m), Noyabazar High School (130m), Noyabazar GPS (140m). At West side GunaPara Mosque (05m), Umme Nojir Mosque (500m), Halimam Nurani Madrassa (450m), Hefzokhana (10m), GunaPara Graveyard (50m). 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:**

Noa Bazar to Mina Bazar Road is categorized as a village road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 910m in Whykong Union, Village- East Shatghoria Para, Ward-07 of Teknaf Upazila in Cox's Bazar District. Ending point GPS Coordinates: Latitude Value: 21° 3' 23.004" N & Longitude Value: 92° 13' 35.868" E.

Package summery of proposed road works are mentioned below;

- Improvement of Bituminous Carpeting (BC) work on Noa Bazar to Mina Bazar Road from Ch 00-910.0m.
- Construction of 03 No cross drain (0.975 x 0.975) at CH 125m,310m & Ch 485m.
- Construction of 01 no Box Culvert of size 2.50m x 2.50m at Ch.688.0m.
- Construction of 350.0m RCC U- Drain works on Noa Bazar to Mina Bazar Road.
- Construction of 148.0m Palisading work (Brick) at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Noa Bazar to Mina Bazar Road.

Important Features of Sub-project Location	
Road ID	422905002
Package No:	EMCRP/W21.12
District	Cox's Bazar
Upazila	Teknaf
Union	Whykong
WARD	07
Proposed Chainage	910m
Distance from Upazila Head quarter	24 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° 3' 4.8234" N Longitude Value: 92° 13' 56.208" E

	Road Ending Point Coordinates	Latitude Value: 21° 3' 23.004" N Longitude Value: 92° 13' 35.868" 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 Purbo Shatghoria Para village. Some other villages named West Shatghoria Para, Kacher Para, Kombonia, Minabazar, DelPara, Gibon Para etc. within one kilometer. No historical sites were found. Not required to relocate local community. Some Household Boundary made of bamboo and tin may need adjustments. That is why no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed sub-project but earlier Elephants used to enter in the locality sometimes. Due to Rohingya influx no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?  <b>Answer:</b> 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 05 will be skilled and 13 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 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</p>

	labor shed is available in this sub project area.
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area is near about 37440. Male- 18516 and Female- 18924. The total number of families is near about 7800.</p> <p>✓ What is the size of the host Rohingya community?  <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 08/10km 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?  <b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?  <b>Answer:</b> Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 7000/8000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;  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?  <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?  <b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?  <b>Answer:</b> The expected duration of the incoming workers duration is about 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?  <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</li> </ul>

	<p>another.</p> <ul style="list-style-type: none"> <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 Broken Brick Flat Soling (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?		✓		<b>N/A</b> , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade



				house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [ ] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 20)</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <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</li> </ul>				

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-15: Social Screening of Nhila RHD to Nhila new union parishad bhaban Road (Package Number: EMCRP/W21.13)**

**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:**

One Broken Herring bone Bond (HBB) road will be improved under the proposed sub-project (Improvement of Nhila RHD to Nhila new union parishad bhaban road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510m). It will be improved on existing alignment which is situated at Nhila union, ward no.-05, Mouza-South Nhila in Teknaf Upazila of Cox's Bazar District. The proposed road is mainly used by people from six villages. The names of the villages are Fakirabad, Uluchamari, Rasulabad, KiangPara, Dorgaon Para, Nakmora Para respectively. This proposed road has started from the opposite site of Olimara Graveyard on Dorgaon to Uluchamari road stretching 590 meters from West side to East side. The end of the road merges with the Teknaf Cox's Bazar Highway. The place where the road merges is the last termination of Nakmora Para village. A large pond exists at the end of the road. From the Starting to the end of the proposed road, there are 02 connecting roads, namely (1) Uluchamari Connecting Road & (2) Teknaf-Cox's Bazar Connecting Road. This proposed road is 30.00 km away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side salt field (10m), Dorgaon Graveyard (400m), R&H office (300m), Nhila pre cadet school (600m), Nhila Bazar (01 km.), Sufia Government primary school (250m), R&H Mosque (300m), Sadaker Goda Khal (05m), at south side salt field (10m), Saleh Ahmed fish firm (50m), UP office (10m), Fokirabad Madrasa & Mosque (05m), Sadaker Goder Khal (05m), ChowdhuriPara Kiang

Buddisht Temple (800m), Chowdhury soto Buddhist Temple (700m), at east side Baro pond (10m), Fulerdhil south Mosque (100m), JaliaPara Hindu Temple (300m), Nakpora Para old Jame Mosque (100m), at west side Olimora Graveyard (10m), Rashunabad Mosque and Madrasa (300m), Dorgaon Para Hill (350m), Nhila rasulabad Temple (350m). 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 Nhila RHD to Nhila new union parishad bhaban road is situated at Nhila union, ward no.-05, Mouza-South Nhila in Teknaf Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: Latitude Value: 21° 0' 23.2344"N & Longitude Value: Longitude Value: 92° 14' 53.5842"E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21° 0' 19.3818" N & Longitude Value: 92° 15' 10.1514" E.

Package summery of proposed works are mentioned below;

- Improvement of Bituminous (BC) Carpeting work on Nhila RHD to Nhila new union parishad bhaban Road from Ch 00-510.0m.
- Construction of 01 no. Box Culvert of size 1.5m x 2.0m at Ch.235.
- Construction of 50.0m Palisading (Brick) work at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Nhila RHD to Nhila new union parishad bhaban Road.

<b>Important Features of Sub-project Location</b>	
Road ID	422905289
Package No:	EMCRP/W21.13
District	Cox's Bazar
Upazila	Teknaf
Union	Nhila
WARD	05
Proposed Chainage	510m
Distance from Upazila Head quarter	18.00 Km
Distance from Marine Drive	30.00 Km
Present Condition of Road	Broken Herring bone Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 0' 23.2344" N Longitude Value: 92° 14' 53.5842"
Road Ending Point Coordinates	Latitude Value: 21° 0' 19.3818" N Longitude Value: 92° 15' 10.1514" 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 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 07 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 nonskilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?  <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 are near about 6475. Both are Male 51.50% and Female 48.50%. Total Households are near about 1285.</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 0.5 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 reasons. Near about 3,000 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-</p>

	<p>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 Broken Herring bone Bond (HBB).
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?	√			Yes, there will be hampered one tin shed, tin wall and a Rice mill shed due to road construction.
16. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of 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				
<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?				

<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></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>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 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</li> </ul>

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 Baharchara Uttar Shikhali Paschim Para-D.C. road to Sea beach Road (Package Number: EMCRP/W21.14)**

### **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:**

Baharchara Uttar Shikhali Paschim Para D.C Road to Sea Beach Road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 825m. Based on field survey, this proposed road is at present Brick Flat Soling (BFS) broken and Earthen. It will be improved on existing alignment which is situated under 05 Baharchora Union, Village- Uttor Shilkhali MajherPara, Ward-03 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Teknaf to Shaplapur to Cox's Bazar LGED Road, North Shilkhali West MajherPara stretching 825 meters from East side to West side. Starting point GPS Coordinates: Latitude Value: 21° 3' 34.5594" N & Longitude Value: 92° 9' 37.728" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Bailar Chona Jame Mosque (350m), Bailar Chona Graveyard (300m), At South side Al Hera jame Mosque 20mG, BazarPara Jame Mosque (500m), Graveyard (70m). At East side Gungaslar Mosque (150m), Graveyard (120m), Murar Pahar (500m), Forest area (500m). At West side House Hold Land, Sea Beach (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:**

Baharchara Uttar Shilkhali Paschim Para D.C Road to Sea Beach Road is categorized as a village/Rural road and construction with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 825m in Teknaf Upazila of Cox's Bazar district. Ending point GPS Coordinates: Lati: Latitude Value: 21° 3' 18.7194" N & Longitude Value: 92° 9' 17.4594" E.

Package summery of proposed road works are mentioned below;

- Improvement work on Baharchara Uttar shikhali paschim Para D.C. road to Sea beach Road by Bituminous Carpeting work from Ch 00-825.0m.
- Construction of 02 No cross drain (0.975 x 0.975) at CH 115m & Ch 250.0m.
- Construction of 02 nos. Box Culvert of size 2.0m x 1.5.0m at Ch.306m & Ch 692m.
- Construction of 02 no Box Culvert of size 2vent: 2.0m x 2.0m at Ch.263m & Ch 454m.
- Construction of 30.0m Toe wall (height 2.0m) and 95.m Palisading work (5.0m long precast RCC post) at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Baharchara Uttar shikhali paschim Para D.C. road to Sea beach Road.

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

Road ID	422905086
Package No:	EMCRP/W21.14
District	Cox's Bazar
Upazila	Teknaf
Union	05 Baharchora
WARD	03



Proposed Chainage	825m
Distance from Upazila Head quarter	26 Km.
Present Condition of Road	Broken Brick Flat Soling (BFS) and Earthen
Road Type	Village/Rural Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 3' 34.5594" N Longitude Value: 92° 9' 37.728" E
Road Ending Point Coordinates	Latitude Value: 21° 3' 18.7194" N Longitude Value: 92° 9' 17.4594" 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 Uttor Shilkhali Majher Para village. Some other villages named Uttor Shilkhali Poschim Para, Uttor Shilkhali Uttor Para Bailar chora 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 17 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 13 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</p>

	<p>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 constructions 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 9075. Male-4356 and Female-4719. Total Households are near about 1650.</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 12/13 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 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 consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <p>Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or 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</p>

	<p>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 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 Broken Brick Flat Soling (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?		✓		<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</li> </ul>				

<p>society.</p> <ul style="list-style-type: none"> <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-17: Social Screening of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road (Package Number: EMCRP/W21.15)**

**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:**

Baharchara Uttar Shilkhali Natun Bazar to Paschim Para Marine Drive Road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 803m. Based on field survey, this proposed road is at present Brick Flat Soling (BFS) Brocken. It will be improved on existing alignment which is situated under 05 no. Baharchora Union, Village- Uttor Shilkhali, Ward-03. of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Teknaf to Shaplapur to Cox's Bazar, Uttor Shilkhali Notun Bazar (left side) stretching 803 meters from East side to West side. Starting point GPS Coordinates: Latitude Value: 21° 3' 22.356" N & Longitude Value: 92° 9' 45.756" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Nurani Madrassa (500m), Mosque (500m), Bailarchora Jame Mosque (450m), Gumgastola Mosque (600m), Bailerchora Graveyard (550). At South side Uttor Shilkhali Boro Jame Mosque (500m), Graveyard (500m), Uttor Shilkhali GPS (450m), Tafilul quran Dakhil Madrassa (200m), Nurani Madrassa (30m). At East side Uttor Shilkhali ForestArea (500m). At West side Uttor Shilkhali Bazar Jame Mosque (20m). 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 Baharchara Uttar Shilkhali Natun Bazar to Paschim Para Marine Drive Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21° 3' 13.176" N & Longitude Value: 92° 9' 21.7794" E.

Package summery of proposed road works are mentioned below;

- Improvement work on Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting work from Ch 00-803.0m.
- Construction of 04 No cross drain (0.975 x 0.975) at different chainages.
- Construction of 22.0m Palisading work (Brick) at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road.

**Important Features of Sub-project Location**

Road ID	422905087
Package No:	EMCRP/W21.15
District	Cox's Bazar
Upazila	Teknaf
Union	04 no. Baharchora
WARD	03
Proposed Chainage	803m
Distance from Upazila Head quarter	25 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: 21° 3' 22.356" N Longitude Value: 92° 9' 45.756" E
Road Ending Point Coordinates	Latitude Value: 21° 3' 13.176" N Longitude Value: 92° 9' 21.7794" 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 Baharchara Uttar Shilkhali Natun Bazar to Paschim Para Marine Drive 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. Approximately 16 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 12 will be unskilled workforces.</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 8655. Male- 3970 and Female-4685. The total number of families is near about 1500.</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</p>

	<p>Rohingya people near this proposed road. The Rohingya camp is 13/14km 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 5,000/6,000 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 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</p>



	<p>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 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 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 Broken Brick Flat Soling (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?			✓			<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			✓			People access to communal facilities and

resources, communal facilities and services?				services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] 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? <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 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-18: Social Screening of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road (Package Number: EMCRP/W21.16)**

### **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:**

Teknaf Bus Station to Shamlapur GC Road Noakhali Majher Para Amin's Doka to Sea Beach road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 00 - Ch. 510m. Based on field survey, this proposed road is at present broken Brick Flat Soling (BFS). It will be improved on existing alignment which is situated under 05 no Baharchara Union, Village- Noakhali Bagguna Bazar, Ward-09 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Teknaf to Shamlapur LGED Road, Noakhali Bagguna Bazar stretching 2700 meters from from East side to West side. Starting point GPS Coordinates: Latitude Value: 20° 55' 9.12" N & Longitude Value: 92° 13' 45.408" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01 km.), including are at North side Eftedai Madrassa (200m), Koritas Cyclone Center (250m), Noakhali GPS (250m), Bagguna Jhorna (150m), Jhornar Pahar (150m), Rohmania Madrassa (300m), Puraton Shagorparer Mosque (300m), Kader Hossain Fokirer Majar (100m), Boro Graveyard (300m), Elias Cobra Bazar (350m), KonarPara Station (400m). At South side Baguna Boro Graveyard (150m), Mohammadia Madrassa (15m), Darul Ulum Jummania Madrassa (300m), Shofikia Hefjokhana (150m), At East side Ghoramarar Pahar (1000m), Dhala Rastar Mosque (350m). At West side Sea Beach (500m), Jailla Ghat (520m). 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 05 no Baharchara Union, Village- Noakhali Bagguna Bazar, Ward-09 of Teknaf Upazila in Cox's Bazar District. Marin Drive is ending Point of this road. Ending point GPS Coordinates: Latitude Value: 20° 55' 4.008" N & Longitude Value: 92° 13' 29.604" E.

Package summery works of proposed road are mentioned below;

- Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Earth work from Ch 00- 510.0m.
- Improvement work on Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting work from Ch 00-510.0m.
- Construction of 01 no Box Culvert of size 2vent: 4.5m x 4.5m at Ch. 495.0m.
- Construction of 109.0m Protection work by Palisading (3.0m & 5.0m long pre-cast RCC post) at different chainages.
- Construction of Road Safety & Environmental Mitigation work on Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road.

Important Features of Sub-project Location	
Road ID	422905065
Package No:	EMCRP/W21.16
District	Cox's Bazar
Upazila	Teknaf
Union	05 no Baharchara
WARD	09
Proposed Chainage	510m
Distance from Upazila Head quarter	09 Km.
Present Condition of Road	Broken Brick Flat Soling (BFS)
Road Type	Rural Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 55' 9.12" N Longitude Value: 92° 13' 45.408" E
Road Ending Point Coordinates	Latitude Value: 20° 55' 4.008" N Longitude Value: 92° 13' 29.604" 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 Teknaf Bus Station to Shamlapur GC Road Noakhali Majher Para Amin's Doka to Sea Beach 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	<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> There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the</p>

<p>significant for the local community?</p>	<p>project. If contractors have need then some skilled workforces may be hired from the outside. In construction work approximately 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 07 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 these sub project areas.</p>
<p>Is the project located in a rural or remote area?</p>	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area is near about 7425. Male-3413 and Female-4012. Total Households are near about 1350.</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 19/20 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 7000/8000 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</p>

	<p>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
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 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 Broken Brick Flat Soling (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?		✓		<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.
<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>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-19: Social Screening of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road (Package Number: EMCRP/W21.17)**

**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:**

Teknaf Bus Station to Shamlapur GC Road Noakhali Para Konar Para Masjid to Sea Beach road will be improvement under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 00 - Ch. 587m. Based on field survey, this proposed road is at present Broken Brick Flat Soling (BFS) and Earthen. It will be improved on existing alignment which is situated under 05 no Baharchara Union, Village- Noakhali KunarPara, Ward-09 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from Teknaf to Shamlapur LGED Road, Noakhali KunarPara Station, Ajeja Kashem Ulum Mosque and Madrassa is abutting this road from East side to West side. Starting point GPS Coordinates: Latitude Value: 20° 54' 35.0274" N & Longitude Value: 92° 14' 10.752" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Eptedai Madrassa (300m), Karitas Cyclone Center (300m), Noakhali GPS (350m), Bagguna Jhorna (400m), Rohmania Madrassa (200m), Boro Graveyard (50m), Bagguna Boro Graveyard (350m), Baguna Bazar (250m), Elias Cobra Bazar (60m), ConaPara Station (15m). At South side Petrol Pump (500m), Graveyard (15m), House Hold, Army Cottage (40m). At East side Ghoramarar Pahar (1000m), Noakhali Forest (1000m), Dhala rasta Mosque (150m). At West side Ajeja Kashem Ulum Madrassa (10m), House Hold (05m), Marin Drive (550m). 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 05 no Baharchara Union, Village- Noakhali KunarPara, Ward-09 of Teknaf Upazila in Cox's Bazar District. Marin Drive is Ending Point. Ending point GPS Coordinates: Latitude Value: 20° 54' 28.6194" N & Longitude Value: 92° 13' 53.508" E.

Package summery works of proposed road are mentioned below;

- Improvement work on Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road by Bituminous Carpeting work from Ch 00-587.0m.
- Construction of 01 no Box Culvert of size 2vent: 4.5m x 4.5m at Ch. 555.0m.
- Construction of 01 no. Box Culvert of size 1.5m x 2.0m at Ch.345m.
- Construction of 50.0m Protection work by Palisading (Brick) at different chainages.
- Construction of road Safety & Environmental Mitigation work on Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road.

Important Features of Sub-project Location	
Road ID	422905061
Package No:	EMCRP/W12.17
District	Cox's Bazar
Upazila	Teknaf
Union	05 no. Baharchara
WARD	09
Proposed Chainage	587m
Distance from Upazila Head quarter	10 Km.
Present Condition of Road	Broken Brick Flat Soling (BFS) and Earthen.

Road Type	Rural Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 20° 54' 35.0274" N Longitude Value: 92° 14' 10.752" E
Road Ending Point Coordinates	Latitude Value: 20° 54' 28.6194" N Longitude Value: 92° 13' 53.508" 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 Teknaf Bus Station to Shamlapur GC Road Noakhali Para Konar Para Masjid to Sea Beach Road have no located historical sites were found. There are not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

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

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><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 12 skilled and unskilled workforces are expected to be required for the construction work. Among them 03 will be skilled and 09 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</p>

	<p>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?  <b>Answer:</b> The size of local population in the project area is near about 7425. Approximately Male-3612 and Female-3813. Total Households are near about 1350.</p> <p>✓ What is the size of the host Rohingya community?  <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 17/18 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?  <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?  <b>Answer:</b> From the observation, the frequency and extent of contact between the local community and outsiders Around 7000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.  Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?  <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?  <b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?  <b>Answer:</b> The expected duration of the incoming workers duration is about 270 day's but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?  <b>Answer:</b> Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking of all necessary things.</li> <li>• Crisis of water and sanitation</li> </ul>

	<ul style="list-style-type: none"> <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
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 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 Broken Brick Flat Soling (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?		✓		<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.				
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.

**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 commodities due road construction.
- Transportation system will be easier which will save the time of community people as well as extra hassle.
- Local industry will be flourished.
- Land value will be increased
- Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.
- Voter of the people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenario will be changed. 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-20: 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 Teknaf Upazila in Cox’s Bazar district of package EMCRRP/w-21.					
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 interventions : Human-	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 an Interview of Elephants response</li></ul>	Monthly basis

	elephant conflict				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-purpose traffic.</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> <li>✓ Physical visit of divert roads</li> </ul>	Monthly basis



			<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>		✓ Traffic sign both bangla and Rohingya language	
	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	✓ No. of Accidents took place at construction site ✓ Police and Hospital Record ✓ Local witness ✓ Complaint register	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	✓ Visiting the sub-project site ✓ Picture of divider/partition	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> <li>• Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors.</li> <li>• Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal	Fortnightly basis

			provided to the persons by the contractor.		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 registers and its resolutions</li> </ul>	On weekly or fortnightly basis
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> <li>An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host.</li> <li>Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> <li>Anti-social activities strictly prohibited</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Checking use of resources by labor</li> <li>✓ Document checking of awareness building activities</li> <li>✓ Physical Checking</li> <li>✓ Grievance register</li> <li>✓ Interview with local community</li> </ul>	Daily site visit

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

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

## **Annex-21: At a Glance Public Consultation of 17 sub-projects under package number EMCRP/W-21, 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, political leaders, 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-21) 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 this sub-project. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

**Annex-22: Photographs of Consultation Meeting of 17 (Seventeen) Sub Project's with Stakeholders under package number EMCRP/W21, LGED.**



Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m. Package Number: EMCRP/W21.01 & Road ID: 422904032



Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m. Package Number: EMCRP/W21.02 & Road ID: 422904034



Improvement of Sabrang bazar-Sagar ParRoad by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m. Package Number: EMCRP/W21.03 & Road ID: 422904036



Improvement of Moheskhali Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m. Package Number: EMCRP/W21.04 & Road ID: 422904037



Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m. Package Number: EMCRP/W21.05 & Road ID: 422904038



Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m. Package Number: EMCRP/W21.06 & Road ID: 422904042





Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasa Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m. Package Number: EMCRP/W21.07 & Road ID: 422904045



Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhalia Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m. Package Number: EMCRP/W21.08 & Road ID: 422904047



Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m. Package Number: EMCRP/W21.09 & Road ID: 422905198



Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m. Package Number: EMCRP/W21.10 & Road ID: 422905181



Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.11 & Road ID: 422905132



Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number: EMCRP/W21.12 & Road ID: 422905002





Improvement of Nhila RHD to Nhila new union parishad bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.13 & Road ID: 422905289



Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m. Package Number: EMCRP/W21.14 & Road ID: 422905086



Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m. Package Number: EMCRP/W21.15 & Road ID: 422905087



Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.16 & Road ID: 422905065



Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m. Package Number: EMCRP/W21.17 & Road ID: 422905061

**Annex-23: Photographs of 17 (Seventeen) Sub Project's Present Condition under package number EMCRP/W-21, LGED.**



Improvement of Shaha parir dip North South Para jalia Para WAPDA Embankment road by Bituminous Carpeting (BC) from Ch. 00 to 1640.0m. Package Number: EMCRP/W21.01 & Road ID: 422904032



Improvement of Shah Parir dip North West Para-Bazar road (Via Hazi Para) by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2700.0m. Package Number: EMCRP/W21.02 & Road ID: 422904034



Improvement of Sabrang bazar-Sagar ParRoad by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1875.0m. Package Number: EMCRP/W21.03 & Road ID: 422904036





Improvement of Moheskhali Para sea beach-Langurbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1487.0m. Package Number: EMCRP/W21.04 & Road ID: 422904037



Improvement of Teknaf Waliabad Al-Haz Wali Hafsa Panjakhana gowdarbil Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 782.0m. Package Number: EMCRP/W21.05 & Road ID: 422904038



Improvement of Subrang Monder Dail Hasem Member house to Kurabujya Para- Teknaf khonker Para cyclone shelter connecting Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1830.0m. Package Number: EMCRP/W21.06 & Road ID: 422904042



Improvement of Sabrang Darul Ulum Madrasah to Mondol Para Foarkania Madrasha Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 300.0m. Package Number: EMCRP/W21.07 & Road ID: 422904045



Improvement of Teknaf Sadar UP Office to Sea-Beach Road via Moheshkhalia Para Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1432.0m. Package Number: EMCRP/W21.08 & Road ID: 422904047



Improvement of Nhila R&H to Uttar leda fachinga Para aman ullah's house to siddique house Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 430.0m. Package Number: EMCRP/W21.09 & Road ID: 422905198





Improvement of Nhila Uluchamari GPS to Kala Pahar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1620.0m. Package Number: EMCRP/W21.10 & Road ID: 422905181



Improvement of Whykong R&H to katakhali purbo Para-Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.11 & Road ID: 422905132



Improvement of Noa Bazar to Mina Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 910.0m. Package Number: EMCRP/W21.12 & Road ID: 422905002



Improvement of Nhila RHD to Nhila new union Parishad Bhaban Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.13 & Road ID: 422905289





Improvement of Baharchara Uttar shikhali paschim Para-D.C. road to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 825.0m. Package Number: EMCRP/W21.14 & Road ID: 422905086



Improvement of Baharchara Uttar shikhali natun bazar to paschim Para marine drive Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 803.0m. Package Number: EMCRP/W21.15 & Road ID: 422905087



Improvement of Teknaf bus station to Shamlapur GC road Noakhali majher Para amin's doka to Sea beach Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 510.0m. Package Number: EMCRP/W21.16 & Road ID: 422905065



Improvement of Teknaf bus station to Shamlapur GC road Noakhali Para konar Para masjid to Sea beach road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 587.0m. Package Number: EMCRP/W21.17 & Road ID: 422905061



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ક્રમ નં	વસ્તુ	વજન	પુનઃપરીક્ષણ	કારણ	પરિણામ / નિર્ણય
૦૧	ભાગ્યશાળી રત્ન હાથકામ	૬૦	૧૦૦%	નિર્ણય મુજબ	સફળ
૦૨	આકાશીય આકૃતિ	૨૫	૫	૫	સફળ
૦૩	દુધીયતી પાંચડું	૬૭	૫	૫	સફળ
૦૪	દુધીયતી દાઢી: રાખી	૭૬	૫	૫	સફળ
૦૫	દાઢી: પાંચડું	૮૦	૫	૫	સફળ
૦૬	આકાશીય આકૃતિ	૧૦	૫	૫	સફળ
૦૭	દુધીયતી પાંચડું	૭૨	૫	૫	સફળ
૦૮	નિર્ણય રત્ન	૭૬	૫	૫	સફળ
૦૯	સફળ પાંચડું ૩/૪	૧૦	૫	૫	સફળ
૧૦	દાઢી: પાંચડું	૮૨	૫	૫	સફળ
૧૧	નિર્ણય રત્ન	૮૫	૫	૫	સફળ
૧૨	દાઢી: પાંચડું	૮૭	૫	૫	સફળ
૧૩	દાઢી: પાંચડું	૨૩	૫	૫	સફળ
૧૪	નિર્ણય રત્ન	૨૦	૫	૫	સફળ



# EMCRP/W21.03, Road Id No.- 422904036

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহীদ হাউস (সহীদ হাউস) প্রকল্পের অধীনে

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

সময়: ০২:৩০ PM

তারিখ: ০৯/১২/২০২০

স্থান: সাব্রাং বাজার - সুগারপাথ রোড

সহীদ হাউস: Mr. Monsum Ali's Shop, Alendhull

সহীদ: Subrang সড়ক: ০২ সেক্টর: Subrang থানা: Teknaf জেলা: Cox's Bazar

সহীদ আইডি নং: W21(03)

অংশগ্রহণকারীদের তালিকা (নামের সাথে বয়স)

ক্রম নং	নাম	বয়স	সুপারভাইজার	স্বাক্ষর	স্বাক্ষর / সীল
১	মুহাম্মদ হুসেইন	৪৮	সুপার	মুহাম্মদ হুসেইন	
২	শ্রী: মাহমুদ	৮৫	সুপার		শ্রী: মাহমুদ
৩	মুহাম্মদ হুসেইন	৩২		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
৪	শ্রী: মাহমুদ	২০			শ্রী: মাহমুদ
৫	শ্রী: মাহমুদ	৪৪			শ্রী: মাহমুদ
৬	শ্রী: মাহমুদ	৪৩			শ্রী: মাহমুদ
৭	মুহাম্মদ হুসেইন	২৮		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
৮	মুহাম্মদ হুসেইন	২৫		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
৯	মুহাম্মদ হুসেইন	৫৫		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
১০	মুহাম্মদ হুসেইন	৩৫		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
১১	মুহাম্মদ হুসেইন	৪৪		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
১২	মুহাম্মদ হুসেইন	২০		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
১৩	মুহাম্মদ হুসেইন	২৭		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
১৪	মুহাম্মদ হুসেইন	৩২		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন
১৫	মুহাম্মদ হুসেইন	৪৫		মুহাম্মদ হুসেইন	মুহাম্মদ হুসেইন

# EMCRP/W21.04, Road ID No.- 422904037

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বাধীনতা উন্নয়ন কর্মসূচী (স্বাউন) এর অধীনে

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

তারিখ: ০৩:৩০ PM

তারিখ: ২০/০২/২০২০

স্থান: মৌলভীবাজার জেলা - Moulvibazar District - Longuail Road

১০ জনের একটি ফোকাস গ্রুপ আলোচনা করা হয়েছে

সভার: (০৩:৩০) সময়: ১০ জনের একটি ফোকাস গ্রুপ আলোচনা করা হয়েছে

সংস্করণ নং: W21/4

সংস্করণ নং: (০৩:৩০) সময়: ১০ জনের একটি ফোকাস গ্রুপ আলোচনা করা হয়েছে

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জাত	স্বাক্ষর / চিত্র
০১	মৌলভীবাজার জেলা	৩৫	গৃহস্থ	মৌলভীবাজার	স্বাক্ষর
০২	মৌলভীবাজার জেলা	৩০	গৃহস্থ	মৌলভীবাজার	স্বাক্ষর
০৩	মৌলভীবাজার জেলা	৩০	"	"	স্বাক্ষর
০৪	মৌলভীবাজার জেলা	২৭	"	"	স্বাক্ষর
০৫	মৌলভীবাজার জেলা	৩০	"	"	স্বাক্ষর
০৬	মৌলভীবাজার জেলা	৩০	"	"	স্বাক্ষর
০৭	মৌলভীবাজার জেলা	২৬	"	"	স্বাক্ষর
০৮	মৌলভীবাজার জেলা	৩৭	"	"	স্বাক্ষর
০৯	মৌলভীবাজার জেলা	৩২	"	"	স্বাক্ষর
১০	মৌলভীবাজার জেলা	৩২	"	"	স্বাক্ষর
১১	মৌলভীবাজার জেলা	৩০	"	"	স্বাক্ষর

EMCRP/W21.05, Road ID No.- 422904038

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

কল-৩১ বিলিফা ডেবিল স্কুল ডেবিলফা ডেবিল ডেবিল ডেবিল

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

42:20 PM

date: 4/21/2020

Immunoprecipitates were then fractionated on 10% SDS-PAGE. All gels were stained with Coomassie Brilliant Blue G250.

संस्था: बालाबंदी अ-हम नदी, न-फा, प्रम-बंदी-अ

1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100

सं. नं. : W24(05)

অধ্যাপকসহিতঃ হাজিরা (পড়িতঃ ও স্বাক্ষরঃ)

କ୍ର.ସଂ.	ନାମ	ବୟସ	ପିଲାମାନଙ୍କ	ପିଲା	ପିଲା / ପିଲା
୦୧	ଆଦିତି ୨୫	୫୨	୫୫	୦୫	ଆଦିତି
୦୨	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୩	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୪	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୫	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୬	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୭	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୮	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୦୯	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୦	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୧	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୨	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୩	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୪	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୫	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୬	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୭	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୮	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୧୯	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି
୨୦	ଆଦିତି ୨୫	୫୫	୫୫	୫୫	ଆଦିତି

# EMCRP/W21.05, Road Id No.- 422904038

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

স্বাধীন জিলায় জাতিসংঘ সচিবালয় (সিআইসি)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

তারিখ: 12/12/2020

তারিখ: 12/12/2020

স্থান: টেকনাফ হাউসিং অফিস, টেকনাফ হাউসিং অফিস, টেকনাফ হাউসিং অফিস, টেকনাফ হাউসিং অফিস

সংগঠিত: Ward-05, A1-Hazrat Hafeez Burjhabana

সংগঠিত: টেকনাফ হাউসিং অফিস, ০৬ টেকনাফ হাউসিং অফিস, টেকনাফ হাউসিং অফিস

সংগঠিত: W21(05)

সংগঠিত: টেকনাফ হাউসিং অফিস (সিআইসি)

ক্র.সং.	নাম	বয়স	লিঙ্গ	পেশা	স্বাক্ষর/স্বাক্ষর
০১	আবদুল হকিম	৪০	পুরুষ	আবদুল হকিম	
০২	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৩	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৪	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৫	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৬	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৭	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৮	আবদুল হকিম	৪০	"	আবদুল হকিম	
০৯	আবদুল হকিম	৪০	"	আবদুল হকিম	
১০	আবদুল হকিম	৪০	"	আবদুল হকিম	
১১	আবদুল হকিম	৪০	"	আবদুল হকিম	
১২	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৩	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৪	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৫	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৬	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৭	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৮	আবদুল হকিম	৪০	"	আবদুল হকিম	
১৯	আবদুল হকিম	৪০	"	আবদুল হকিম	
২০	আবদুল হকিম	৪০	"	আবদুল হকিম	
২১	আবদুল হকিম	৪০	"	আবদুল হকিম	
২২	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৩	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৪	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৫	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৬	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৭	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৮	আবদুল হকিম	৪০	"	আবদুল হকিম	
২৯	আবদুল হকিম	৪০	"	আবদুল হকিম	
৩০	আবদুল হকিম	৪০	"	আবদুল হকিম	



# EMCRP/W21.06, Road Id No.- 422904042

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহিংস প্রতিবেদন এবং প্রতিক্রিয়া কর্মসূচি

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

সময়: 3:45 PM

তারিখ: 12/12/2020

সংগঠন/সংস্থা: Subrang Mondol Dail Halder Firm has been to (Kanchanpur) -

Township (Kanchanpur) cyclone shelter working fund

সংগঠন: Ma. Rushel's shop, Mondol Dail place.

কক্ষ: Subrang সর্বমোট: 01 সময়: Subrang স্থান: Kanchanpur

সংস্করণ: W21(06)

সংগঠন/সংস্থা (সহিংস ও প্রতিক্রিয়া)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	স্বাক্ষর	স্বাক্ষর / টিমের
১	আবুল কালাম	২৫	ছাত্র	আবুল কালাম	আবুল কালাম
২	আবুল কালাম	৩০	ছাত্র	আবুল কালাম	আবুল কালাম
৩	আবুল কালাম	৩২	"	আবুল কালাম	আবুল কালাম
৪	আবুল কালাম	৩৩	ছাত্র	আবুল কালাম	আবুল কালাম
৫	আবুল কালাম	৩৪	"	আবুল কালাম	আবুল কালাম
৬	আবুল কালাম	৩৫	"	আবুল কালাম	আবুল কালাম
৭	আবুল কালাম	৩৬	"	আবুল কালাম	আবুল কালাম
৮	আবুল কালাম	৩৭	"	আবুল কালাম	আবুল কালাম
৯	আবুল কালাম	৩৮	"	আবুল কালাম	আবুল কালাম
১০	আবুল কালাম	৩৯	"	আবুল কালাম	আবুল কালাম
১১	আবুল কালাম	৪০	"	আবুল কালাম	আবুল কালাম
১২	আবুল কালাম	৪১	"	আবুল কালাম	আবুল কালাম
১৩	আবুল কালাম	৪২	"	আবুল কালাম	আবুল কালাম
১৪	আবুল কালাম	৪৩	"	আবুল কালাম	আবুল কালাম
১৫	আবুল কালাম	৪৪	"	আবুল কালাম	আবুল কালাম
১৬	আবুল কালাম	৪৫	"	আবুল কালাম	আবুল কালাম
১৭	আবুল কালাম	৪৬	"	আবুল কালাম	আবুল কালাম
১৮	আবুল কালাম	৪৭	"	আবুল কালাম	আবুল কালাম
১৯	আবুল কালাম	৪৮	"	আবুল কালাম	আবুল কালাম
২০	আবুল কালাম	৪৯	"	আবুল কালাম	আবুল কালাম
২১	আবুল কালাম	৫০	"	আবুল কালাম	আবুল কালাম

EMCRP/W21.07, Road Id No.- 422904045

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

অন্যদিকে বিজ্ঞানের প্রাচীনতম ক্ষেত্রগুলি যেমন জ্যোতির্বিদ্যা, জীববিদ্যা, ভৌতবিজ্ঞান ইত্যাদি, সেগুলির ক্ষেত্রেও

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

11:30:47 AM

date: 02/11/10

સા.સં. ૧૩૮૭/૧૩૮૮ ના આ. : અવધાર ૭૬૬ ના મુજબ સરદાર / મુખ્યમંત્રી (વિશાકા) આશ્રણ (૧૭)

အသံအသွယ် အသံအသွယ် အသံအသွယ် (အသံအသွယ် အသံအသွယ်)

Willes, MCTF+2	area = 8.2%	area = MCTF+2	Willes, MCTF+2	area = 8.2%
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सर्वोपयोगी नमः - २३/६१

अन्वयानुसङ्गीतस्य दृष्टिः (अङ्गित्वं च सम्भवति)

क्र.सं.	नाम	वयस	पुस्तकसं.	वर्ग	समय / दिनांक
१	अभिरामाचार्य	८५	पुस्तक	अग्रिम गणित	२०२३
२	सुधीर अनाम	१८	पुस्तक	अग्रिम गणित	सुधीर अनाम
३	अभिराम अनाम	७०	पुस्तक	"	अनाम
४	हेमंत अनाम	७५	पुस्तक	"	अनाम
५	अभिराम अनाम	८०	पुस्तक	अग्रिम गणित	अभिराम अनाम
६	अनाम अनाम	८५	"	"	अनाम
७	अनाम अनाम	२५	"	"	अनाम
८	अनाम अनाम	२९	"	"	अनाम
९	अनाम अनाम	८०	"	"	अनाम
१०	अनाम अनाम	८०	"	"	अनाम
११	अनाम अनाम	१०	"	"	अनाम
१२	अनाम अनाम	७२	"	"	अनाम
१३	अनाम अनाम	२९	"	"	अनाम

# EMCRP/W21.08, Road ID No.- 422904047

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

স্বাধীনতা জাতীয় সড়ক প্রকল্পের অধীনে

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: ০১:৩০ PM

তারিখ: ১০/১২/২০২০

স্থান: টেকনাফ সড়ক উন্নয়ন অফিস, ১০ নং বোর্ড রোড, বীর মুক্তিযোদ্ধা পুরানো রাস্তা

১০ নং বোর্ড - Baituli Bazar Complex Chabuan

১০ নং টেকনাফ সড়ক ০৫ নং টেকনাফ ১০ নং টেকনাফ ১০ নং বোর্ড

১০ নং W21(০৪)

সংশ্লিষ্ট কর্মসূচির পরিচয় (নাম ও ধরন)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জান	স্বাক্ষর / টিগার
০১	আবুল কালাম	৬৬	স্বাধীনতা	মহাশয়	Handwritten signature
০২	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৩	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৪	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৫	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৬	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৭	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৮	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
০৯	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১০	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১১	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১২	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৩	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৪	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৫	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৬	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৭	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৮	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
১৯	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২০	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২১	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২২	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৩	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৪	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৫	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৬	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৭	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৮	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
২৯	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature
৩০	আবুল কালাম	৬৬	"	মহাশয়	Handwritten signature

# EMCRP/W21.09, Road ID No.- 422905198

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

সহীদী সড়িক প্রকল্প (সহীদী সড়িক প্রকল্প)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: 10:22 AM

তারিখ: 13/12/2020

স্থান/অঞ্চল/গ্রাম: Ntilla Bar to Khan Laka bridge from Amanat's house to  
the bridge, opposite of the Sidi's house, Ntilla Bar

কোন: Ntilla কোন: of কন: Bengali 1988 কন: Telugu কন: বাংলা

সময়: 10:22/09

সহীদী সড়িক প্রকল্প (সহীদী সড়িক প্রকল্প)

ক্র. নং	নাম	বয়স	পেশা/শিক্ষা	জাত	স্বাক্ষর / চিত্র
০১	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	মুহাম্মদ	মুহাম্মদ (মুহাম্মদ)	মুহাম্মদ
০২	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	মুহাম্মদ (মুহাম্মদ)	মুহাম্মদ (মুহাম্মদ)
০৩	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
০৪	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
০৫	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
০৬	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
০৭	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
০৮	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
০৯	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
১০	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
১১	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)
১২	মুহাম্মদ মুহাম্মদ (মুহাম্মদ)	৩০	11	11	মুহাম্মদ (মুহাম্মদ)



# EMCRP/W21.10, Road ID No.- 422905181

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বল্পে সিলেক্টেড জাতিগত গোষ্ঠী (সংশ্লিষ্ট) এর সাথে

Local Government Engineering Department (LGED)

Public Consultation Participants List

## Focus Group Discussion

তারিখ: 12/15 PM

তারিখ: 13/12/2020

স্থান: N/A/10, Vinchamul, GP to N/A/10, Vinchamul

সংগঠিত করে: জেলা প্রশাসন, নারায়ণী উপজেলা প্রশাসন

কক্ষ: N/A/10, নারায়ণী উপজেলা প্রশাসন, নারায়ণী উপজেলা, নারায়ণী উপজেলা

সংগঠিত করে: N/A/10

সংগঠিত করে: নারায়ণী উপজেলা প্রশাসন

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জাতি	বাসস্থান / পরিচয়
০১	আব্দুল হাকিম (আব্দুল)	৫৫	কৃষক	ভাটখোলা	বৈষ্ণব
০২	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
০৩	আব্দুল হাকিম (আব্দুল)	৫৫	৥	আব্দুল হাকিম	আব্দুল হাকিম
০৪	আব্দুল হাকিম (আব্দুল)	৫৫	৥	ভাটখোলা	আব্দুল হাকিম
০৫	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
০৬	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
০৭	আব্দুল হাকিম	৫৫	৥	ভাটখোলা	আব্দুল হাকিম
০৮	আব্দুল হাকিম	৫৫	৥	ভাটখোলা	আব্দুল হাকিম
০৯	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১০	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১১	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১২	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৩	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৪	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৫	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৬	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৭	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৮	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
১৯	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
২০	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
২১	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম
২২	আব্দুল হাকিম	৫৫	৥	৥	আব্দুল হাকিম

# EMCRP/W21.11, Road ID No.- 422905132

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

সহী সিস্টেম জাতিসংঘ (সহী সিস্টেম)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: ১:০২ PM

উপস্থাপনা/আয়োজক: সহী সিস্টেম RCH থেকে আয়োজিত ফোকাস গ্রুপ (সময়: ১২/১২/২০)

সহী সিস্টেম: আয়োজিত ফোকাস গ্রুপ (আয়োজিত সময়: ১২/১২/২০)

স্থান: সহী সিস্টেম, সড়ক নং: ১, সহী সিস্টেম, সহী সিস্টেম, সহী সিস্টেম

সহী সিস্টেম: ১২/১২

সহী সিস্টেম (সহী সিস্টেম)

ক্র. নং	নাম	বয়স	পেশা/শিক্ষা	সহী সিস্টেম	সহী সিস্টেম
১	সহী সিস্টেম	১৫	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২	সহী সিস্টেম	১৭	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৩	সহী সিস্টেম	১৭	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৪	সহী সিস্টেম	২৩	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৫	সহী সিস্টেম	২৪	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৬	সহী সিস্টেম	২০	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৭	সহী সিস্টেম	৩৫	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৮	সহী সিস্টেম	২৫	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৯	সহী সিস্টেম	২০	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১০	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১১	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১২	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৩	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৪	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৫	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৬	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৭	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৮	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
১৯	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২০	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২১	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২২	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৩	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৪	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৫	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৬	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৭	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৮	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
২৯	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম
৩০	সহী সিস্টেম	৩২	সহী সিস্টেম	সহী সিস্টেম	সহী সিস্টেম

# EMCRP/W21.12, Road ID No.- 422905002

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

স্বল্পী জিডিও প্রকল্প (স্বল্পী জিডিও প্রকল্প)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: ২:০২ PM

তারিখ: ০২/০২/২০

উপস্থাপনাকারী নাম: স্বল্পী জিডিও প্রকল্প

১০ জনের গুরুত্বপূর্ণ বিষয় (স্বল্পী জিডিও প্রকল্প)

স্বল্পী জিডিও প্রকল্প, ১০ জন, ১০ জন, ১০ জন, ১০ জন, ১০ জন, ১০ জন, ১০ জন, ১০ জন, ১০ জন, ১০ জন

১০ জন (১০ জন)

স্বল্পী জিডিও প্রকল্প (স্বল্পী জিডিও প্রকল্প)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জান	স্বাক্ষর / ইনিশিয়াল
০১	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০২	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৩	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৪	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৫	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৬	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৭	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৮	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
০৯	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১১	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১২	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৩	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৪	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৫	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৬	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৭	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৮	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
১৯	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প
২০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প	১০	স্বল্পী জিডিও প্রকল্প

# EMCRP/W21.13, Road ID No.- 422905289

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

সহীদ সীতিকা উল্লিখিত মনো পরামর্শ দাখিল করি

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: ০৭:৪৫ PM

তারিখ: ১৪/১২/২০১০

অবস্থান/আয়োজন: Nkhil RHD to Nkhil Nakh Union, Panchhat Shabbar, Sand

কো-ফিল্ডার: Pinar Up office, Nkhil

তারিখ: Nkhil, তারিখ: ০৫, সময়: Nkhil, সময়: Tawof, সময়: ০৫:০০

সময়: ০৫:০০

অন্যদেরকেও জানিয়ে দেওয়া (নথীতে ও জানিয়ে)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জাত	স্বাক্ষর / চিত্র
০১	আব্দুল আজিজ	৬০	কৃষক	মুসলিম	১২/১২
০২	আব্দুল আজিজ	৩০	শ্রমিক	মুসলিম	১২/১২
০৩	আব্দুল আজিজ	৪০	কৃষক	মুসলিম	১২/১২
০৪	আব্দুল আজিজ	৪০	শ্রমিক	মুসলিম	১২/১২
০৫	আব্দুল আজিজ	৩০	শ্রমিক	মুসলিম	১২/১২
০৬	আব্দুল আজিজ	৩৫	শ্রমিক	মুসলিম	১২/১২
০৭	আব্দুল আজিজ	৪০	শ্রমিক	মুসলিম	১২/১২
০৮	আব্দুল আজিজ	২২	শ্রমিক	মুসলিম	১২/১২
০৯	আব্দুল আজিজ	৬৫	শ্রমিক	মুসলিম	১২/১২



# EMCRP/W21.14, Road ID No.- 422905086

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

সহীদী স্মৃতিতে প্রতিবেদন: স্থানীয় সরকার প্রকল্প (LGED)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

সময়: ৪:৩০ PM

তারিখ: ১৫/১২/১৮

স্থান: পলাশাড়া ইউনিয়ন, পলাশাড়া ইউনিয়ন পরিষদ, পলাশাড়া ইউনিয়ন, পলাশাড়া ইউনিয়ন, পলাশাড়া ইউনিয়ন

সংগঠিত করে: এম. এ. হোসেন, প্রকল্প পরিচালক (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন)

সংগঠিত করে: এম. এ. হোসেন, প্রকল্প পরিচালক (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন)

সংগঠিত করে: ২২/১৮

সংগঠিত করে: (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন) (পলাশাড়া ইউনিয়ন)

ক্রমিক	নাম	বয়স	পেশা/শিক্ষা	স্বাক্ষর	স্বাক্ষর / টিগার
১	আবু বাকার	৪৫	কৃষক	ইব্রাহিম আলী	আবু বাকার
২	আবু বাকার	৭০	৫	৫	আবু বাকার
৩	আবু বাকার	৫৫	৫	৫	আবু বাকার
৪	আবু বাকার	৬৫	৫	৫	আবু বাকার
৫	আবু বাকার	৬০	৫	৫	আবু বাকার
৬	আবু বাকার	৬৫	৫	৫	আবু বাকার
৭	আবু বাকার	৬৫	৫	৫	আবু বাকার
৮	আবু বাকার	৬৫	৫	৫	আবু বাকার
৯	আবু বাকার	৬৫	৫	৫	আবু বাকার
১০	আবু বাকার	৬৫	৫	৫	আবু বাকার
১১	আবু বাকার	৬৫	৫	৫	আবু বাকার
১২	আবু বাকার	৬৫	৫	৫	আবু বাকার
১৩	আবু বাকার	৬৫	৫	৫	আবু বাকার
১৪	আবু বাকার	৬৫	৫	৫	আবু বাকার
১৫	আবু বাকার	৬৫	৫	৫	আবু বাকার
১৬	আবু বাকার	৬৫	৫	৫	আবু বাকার
১৭	আবু বাকার	৬৫	৫	৫	আবু বাকার
১৮	আবু বাকার	৬৫	৫	৫	আবু বাকার

EMCRP/W21.15, Road ID No.- 422905087

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

কলকাতা জিলায় প্রাথমিক সার্বজনীন মৌলিক শিক্ষার হার ৮০.৮৬%।

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

Wed: 06:20 PM

Date: 2/8/2020

સા.સં. ૨૭/૦૬/૨૦૨૩ ના રોજ, ૨૦૨૩ના ૬૦૬ ક્રમના અધિવેશનમાં મંજૂર થયેલ છે.

॥ श्रीगणेशाय नमः ॥

தலைப்பு: குடிநீர் வழங்கல் முறைகள், இயக்குகை, குடிநீர் வழங்கல் முறைகள், இயக்குகை (பகுதி - 1)

22/22

आचार्यगुरुजीवरुन सल्लिख ( सल्लिख ५ सल्लिख )

[illegible]

# EMCRP/W21.16, Road ID No. - 422905065

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

সেন্ট্রাল ইঞ্জিনিয়ারিং দপ্তর (সিইইডি) (সিইইডি)

Local Government Engineering Department (LGED)

Public Consultation Participants List

### Focus Group Discussion

তারিখ: ০৩/১৫ PM

সময়: ১৫/১২/১৯

১ম সেশন/ফোকাস গ্রুপ আলোচনা: ১ম সেশন/ফোকাস গ্রুপ আলোচনা (১ম সেশন/ফোকাস গ্রুপ আলোচনা) (১ম সেশন/ফোকাস গ্রুপ আলোচনা)

২য় সেশন/ফোকাস গ্রুপ আলোচনা: ২য় সেশন/ফোকাস গ্রুপ আলোচনা (২য় সেশন/ফোকাস গ্রুপ আলোচনা)

৩য় সেশন/ফোকাস গ্রুপ আলোচনা: ৩য় সেশন/ফোকাস গ্রুপ আলোচনা (৩য় সেশন/ফোকাস গ্রুপ আলোচনা)

৪য় সেশন/ফোকাস গ্রুপ আলোচনা: ৪য় সেশন/ফোকাস গ্রুপ আলোচনা (৪য় সেশন/ফোকাস গ্রুপ আলোচনা)

৫য় সেশন/ফোকাস গ্রুপ আলোচনা: ৫য় সেশন/ফোকাস গ্রুপ আলোচনা (৫য় সেশন/ফোকাস গ্রুপ আলোচনা)

ক্র.সং.	নাম	বয়স	লিঙ্গ	বাস	বাস / স্থান
১	শাহিন আলী	৬২	✓	১১/১১/১১	শাহিন আলী
২	(মো: শাহিন আলী)	৭০	✓	১১	(মো: শাহিন আলী)
৩	আব্দুল হামিদ	৬৫	✓	১১	আব্দুল হামিদ
৪	(মো: আব্দুল হামিদ)	৬০	✓	১১	(মো: আব্দুল হামিদ)
৫	(মো: আব্দুল হামিদ)	৮৪	✓	১১	(মো: আব্দুল হামিদ)
৬	আব্দুল হামিদ	৮২	✓	১১	আব্দুল হামিদ
৭	আব্দুল হামিদ	২০	✓	১১	আব্দুল হামিদ
৮	(মো: আব্দুল হামিদ)	৭৫	✓	১১	(মো: আব্দুল হামিদ)
৯	(মো: আব্দুল হামিদ)	৬২	✓	১১	(মো: আব্দুল হামিদ)
১০	শাহিন আলী	৬২	✓	১১	শাহিন আলী
১১	আব্দুল হামিদ	৫৮	✓	১১	আব্দুল হামিদ
১২	আব্দুল হামিদ	৮৬	✓	১১	আব্দুল হামিদ
১৩	(মো: আব্দুল হামিদ)	৫৫	✓	১১	(মো: আব্দুল হামিদ)
১৪	আব্দুল হামিদ	৮৬	✓	১১	আব্দুল হামিদ
১৫	আব্দুল হামিদ	৫০	✓	১১	আব্দুল হামিদ

EMCRP/W21.17, Road ID No.- 422905061

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

संस्कृत-विश्वकोषः प्रथमः भागः

Local Government Engineering Department (LGED)

Public Consultation Participation Unit

### Focus Group Discussion

Wed: 12:16 PM

www.ck12.org

[illegible]

॥ श्रीगणेशाय नमः ॥ (आविर्भूतं आरम्भं शुभं वाच्यते)

[illegible]

सदर आभार सह, २३/२/१९

आचार्यगुरुदेवकी आज्ञा के अनुसार। (नमस्ते नमः आचार्यगुरुदेव)

क्र.सं.	नाम	वयस	प्राप्ति	वयस	वर्ग / विभाग
२	सा. वि. वि. वि. वि. वि. वि.	४४	१००	१००	वि. वि. वि.
२	वि. वि. वि. वि. वि. वि.	५०	"	"	वि. वि. वि.
६	वि. वि. वि. वि. वि. वि.	२९	"	"	वि. वि. वि.
८	वि. वि. वि. वि. वि. वि.	१०	"	"	वि. वि. वि.
९	वि. वि. वि. वि. वि. वि.	२२	"	"	वि. वि. वि.
५	सा. वि. वि. वि. वि. वि.	९९	"	"	वि. वि. वि.
१	वि. वि. वि. वि. वि. वि.	२९	"	"	वि. वि. वि.
५	वि. वि. वि. वि. वि. वि.	४९	"	"	वि. वि. वि.
२०	वि. वि. वि. वि. वि. वि.	२०	"	"	वि. वि. वि.
२२	वि. वि. वि. वि. वि. वि.	७४	"	"	वि. वि. वि.
२२	वि. वि. वि. वि. वि. वि.	२०	"	"	वि. वि. वि.
२६	वि. वि. वि. वि. वि. वि.	२९	"	"	वि. वि. वि.
२७	वि. वि. वि. वि. वि. वि.	२९	"	"	वि. वि. वि.
२८	वि. वि. वि. वि. वि. वि.	२०	"	"	वि. वि. वि.
२९	वि. वि. वि. वि. वि. वि.	४४	"	"	वि. वि. वि.
३०	वि. वि. वि. वि. वि. वि.	५०	"	"	वि. वि. वि.
३१	वि. वि. वि. वि. वि. वि.	४४	"	"	वि. वि. वि.