



Government of the People's Republic of Bangladesh

Ministry of Local Government, Rural Development and Co-operatives

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



Report on Outcomes of Social Screening on Proposed Road strengthening and widening Under the Package: EMCRP/W-26 (Included 5 Sub Projects)

Funded by:



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



Development Design Consultants Ltd.

February 2021

Contents

1. Background of the project:	4
3. Map of Cox's Bazar District with Project Location	6
4. Map of Sub-Project Location	7
5. Methodology:	9
6. Summary of Key Findings:	9
6.1 Summary Impacts:	9
6.2 Existing Condition of the Proposed Roads:	10
6.3 Condition of Existing Road:	10
6.4 Users Opinion:	10
6.5. Construction induced impact issues:	11
6.6. Construction Yard and Requisition of land (if required):	11
6.7. Road Connectivity & Feature Benefit:	11
6.8. Impact Mitigation Measures:	13
7. Consultation:	13
Table: 1: Summary of Consultation Meetings/ FGDs participant's number	13
Table: 2: Summary of Consultation Outcomes	13
Table: 3: Attendance of local community Consultation as follows	14
8. Contractor and Labor Management:	16
Table No: 4: Subproject wise no of labor and total active working days	17
9. Labor and Contractors Management due to COVID-19:	17
10. Traffic Management:	19
11. Monitoring System:	19
12. Grievance Redress:	19
13. Positive impacts by the sub-project:	20
14. Social Management Plan (SMP):	21
15. Recommendations:	28
16. Conclusions:	29
Annex-01: At a Glance Key Findings by Social Screening of 5 Sub Project's under package number EMCRP/W26 (Road Strengthening and Widening), LGED.	30
<i>Annex-01.1: Description of packages 26.01- 26.05 (According to Field Data)</i>	31
Annex-01.2: Crest / Top width of Package of 26.01- 26.05 (According to field Visit)	33
Annex-02: Pictures of Existing View & location of 5 Sub-Projects under package EMCRP/W-26 LGED.	34
Annex-03: Social Screening of Teknaf Kachuboni to Subrang Noapara Bazar Road (Package Number: EMCRP/W26.01)	35
Annex-04: Social Screening of Widening of Rajapalong Asrayon Road (Package Number EMCRPW26.02)	41

Annex-05: Social Screening of Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road (Package Number EMCRPW26.03).....	47
Annex-06: Social Screening of Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road (Package: W-26.04)	53
Annex-07: Social Screening of Improvement of Nhila R&H Rangi Khali Bazar road (Package Number EMCRPW26.05)	59
Annex-08: Screening Findings and Mitigation Measures	66
Annex-10: Photographs of Consultation Meeting of 5 Sub Project's with Stakeholders under Package: W-26.....	74
Annex-11: Photographs of 5 Sub Project's Present Condition under Package: W-26	75
Annex-12 to 16: List of Participants Attended in a Consultation Meeting of 5 Sub-Projects under package number EMCRP/W26, LGED.	77

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 Peoples (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 activities, among them fourteen are road packages. These screening reports are being prepared for road package-EMCRP/W-26 comprising 5 sub projects within the host community of Ukhiya and Teknaf Upazila following the guidelines of ESMF and RPF (details list of sub projects are mentioned in below –SL#2).

This package W-26 have 9 sub project, but Sub package W-26.2 & W-26.5, W-26.8, W-26.9 has been omitted due to avoid duplication with the packages W-25 (6&8), W-20 (8) & W-21(8) respectively. Existing BC, BFS, Earthen & RCC roads are in this package is in poor conditions. During disaster and rainy season peoples are unable to use these roads due to muddy & potholes and in adequate width. So, peoples are facing difficulty to move along the road. At this time it is necessary to widening for ensure uninterrupted traffic movement as well as safety for the greater interest of the local community. However, LGED & D&SC team has been conducted social screening survey following the guidelines of ESMF and RPF 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 5.5-meter width including 0.6 meter both side slopes entirely 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.

2. Location of Sub project

Name of District	Name of Upazila	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Average Crest/Top width 4.3 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	W26 (26.01)	Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m & Road ID: 422902003	6555	0.6	4.3	0.6	5.5	-	6555	Existing Broken Bituminous Carpeting (BC) road will be strengthening and widening by Bituminous Carpeting (BC).
	Ukhiya	W26 (26.02)	Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m & Road ID: 422944056	2235	0.6	4.3	0.6	5.5	-	2235	Existing Bituminous Carpeting (BC), Reinforcement Cement Concrete (RCC) & Broken Herring-bone Bond (HBB) road will be strengthening and widening by Bituminous Carpeting (BC)).

Name of District	Name of Upazila	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Average Crest/Top width 4.3 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)			
	Teknaf	W26 (26.03)	Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m & Road ID: 422902005	1634	0.6	4.3	0.6	5.5	-	1634	Existing Broken Bituminous Carpeting (BC) will be strengthening and widening by Bituminous Carpeting (BC)).
	Teknaf	W26 (26.04)	Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2121m & Road ID: 422904002	3500	0.6	4.3	0.6	5.5	-	3500	Existing broken Bituminous Carpeting (BC) road will be strengthening and widening by Bituminous Carpeting (BC)).
	Teknaf	W26 (26.05)	Improvement of Nhila R&H Rangi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m & Road ID: 422904007	2250	0.6	4.3	0.6	5.5	-	2250	Existing Broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be strengthening and widening by Bituminous Carpeting (BC)).

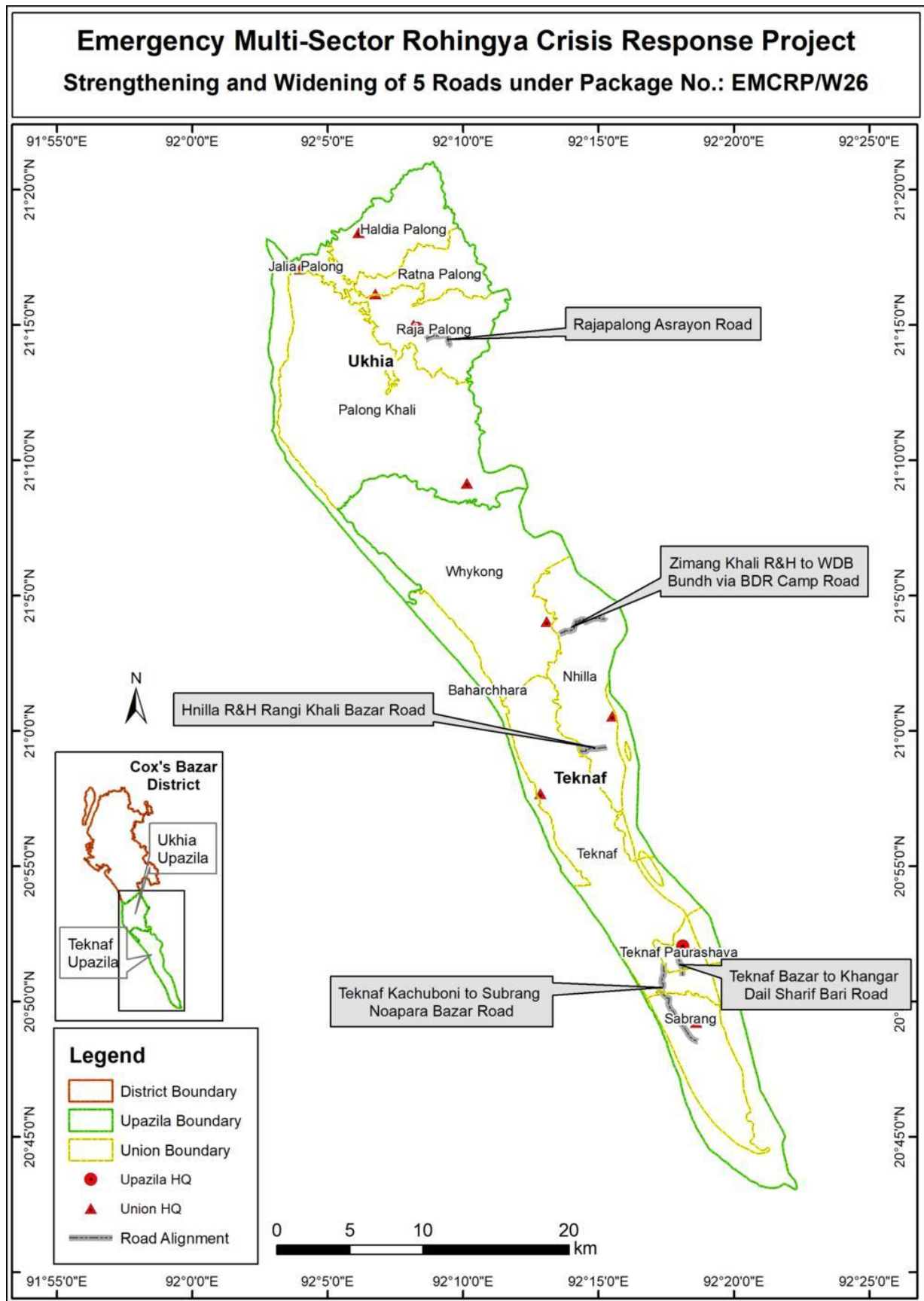
The Project Map and detail's location of sub-projects are given below;

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



Map illustrating Roads of Work Package EMCRP/W-26 locations in the Ukhiya & Teknaf

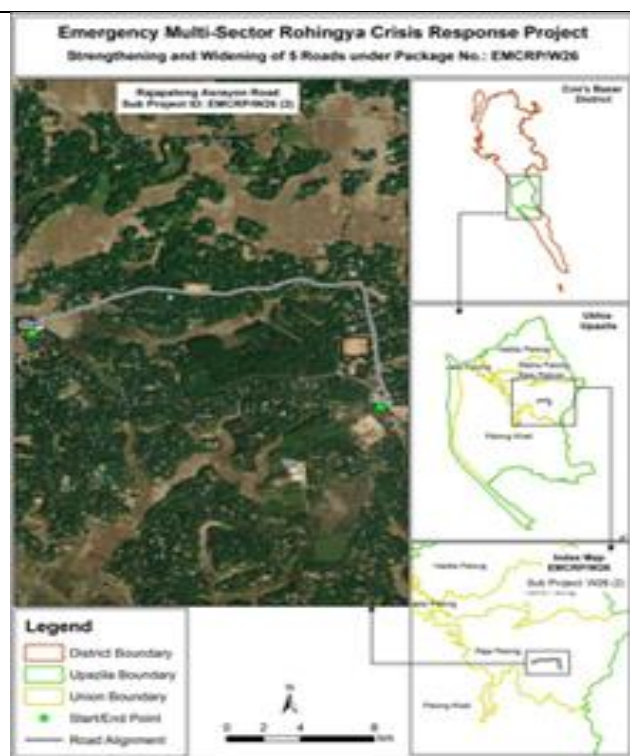
Upazila



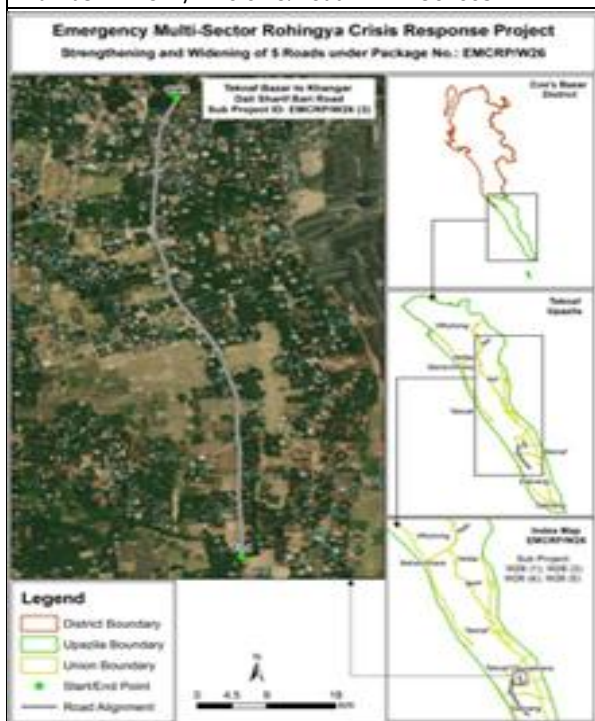
4. Map of Sub-Project Location



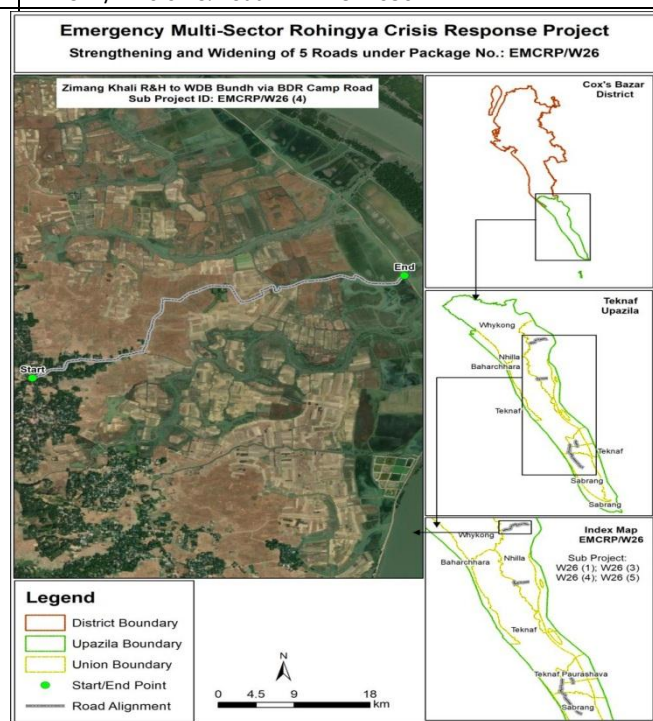
Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m. Package Number: EMCRP/W26.01 & Road ID: 422902003



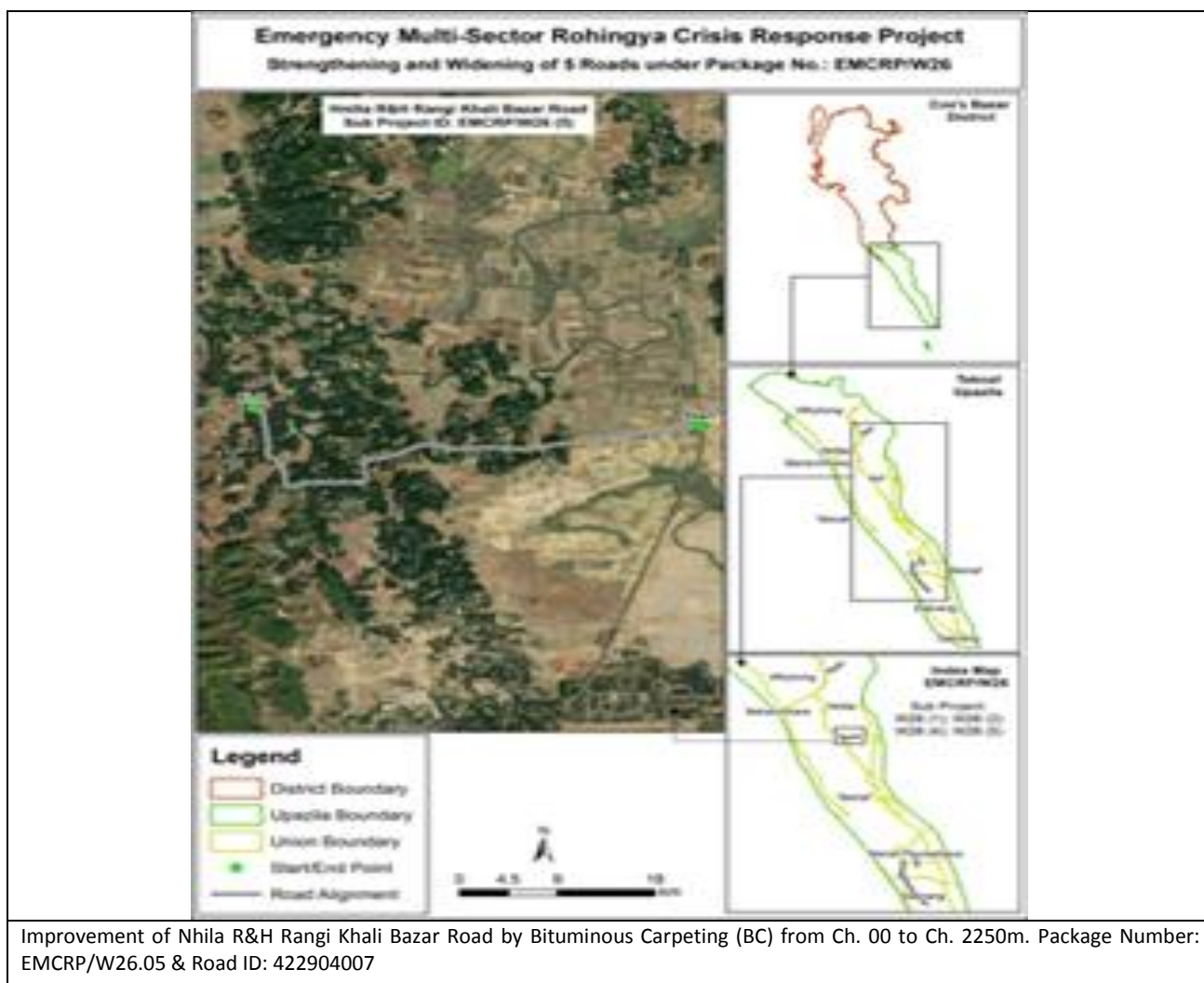
Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m. Package Number: EMCRP/W26.02 & Road ID: 422944056



Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m. Package Number: EMCRP/W26.03 & Road ID: 422902005



Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500 m. Package Number: EMCRP/W26.04 & Road ID: 422904002



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-26 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 5.5 -meter width including 0.6 meter both side slops. So, no additional land is required. Social Screening Surveys (SSS) confirmed that no trees require to cut off or no structures of CRP will be affected.

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

people are identified during screening. No squatters or vendors will be affected by the project.

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

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

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

Overall, the sub-project impact will be positive.

6.2 Existing Condition of the Proposed Roads:

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

EMCRP/W-26 comprising 5(five) sub projects within the host community of Ukhiya & Teknaf Upazila under Cox's Bazar district and present condition of these roads are various categories such as earthen/BFS/RCC/BC are poor conditions and narrow. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use these roads due to muddy & potholes and width is not adequate for the traffic and difficulties to move along the road. The community expressed that if roads are being developed then it will be generated tremendous positive impacts for the local community, particularly in the socio- economic context for the catchment areas people. Peoples will get easy health and others government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; older people, PWD (Persons with Disability), women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the roads alignments are found empty. Structures, trees, community properties or any other assets will not be affected by the sub-projects. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

6.3 Condition of Existing Road:

Existing condition of proposed sub projects are poor BC, poor HBB, poor BFS and earthen (kutchra). Due to muddy and potholes through the roads is currently unusable during rainy season and width is not adequate for motorized and non-motorized traffic for whole season. Local community and users have informed the survey team that, in rainy season/foggy condition many accidental incidents have been occurred, especially sick and pregnant women are facing difficulty to passing along the roads. Detail in Annex-3-7.

6.4 Users Opinion:

In view of consultation with road users and community it has revealed that, after Strengthening and

widening of these proposed roads the transportation system's efficiency will increase at serving travel and fulfill access related need's goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and will be reduced drop out of school going students and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights.

The road network Strengthening and widening 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, strengthening and widening 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 strengthening and widening 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 Strengthening and widening of the roads. In the event that the contractor needs additional land for the construction yard and no government land is available, land can be rented from the private landowners for a certain period. However, if LGED prefer to requisition the land, the following steps will be followed.

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

Under the ARIPA 2017, The Deputy Commissioner (DC) determines the value of the requisitioned assets under section 22 (1) and 22 (2) with due consultation with the landowners. According to section 22(6), requisition is allowed only for 2 years. If land is required more than 2 years, a new contract is required with the land owners with an agreed compensation rate. Under section 23, DC will pay the compensation to the land owners. If the land requisitioned has standing crops cultivated by a tenant (Bargadar) under a legally constituted written agreement, the law requires that the compensation money paid in cash to the Tenant's as per assessment. 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 strengthening and widening target of the roads is to improve the communication system of rural peoples, so the people of respective territories can move easily from one place to another that will ultimately contribute to improved living standards. Through these roads, existing traffic will be increased, traffic will be diverted from other roads and new traffic will be generated, lives and livelihood of the people of catchment areas will be improved, important places and institutions will be well connected and student of these periphery able to get easy access, women and elder peoples of these periphery able to get easy access, people will enjoy improved connection to local schools, colleges, other educational institutions and peoples can travel easily to various places such as hat-Bazar, towns, mosques, temple and other important places and can save time and costs. Drop out of school going children's will be reduced due to paved road for easier movement. Land value of this periphery (surrounding area) will increase gradually. In addition, after completion of project interventions, the following facilities will add in regular life of these localities, which will contribute an incremental value in national economy as well;

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related need's 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 Strengthening and widening 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 the walkways shall be provided with good conditions with ease of movement and adequate space. **See details in Annex-10.**

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 122 numbers participants were attended in the consultation meeting shown in table -1. The social safeguard team of EMCRP has conducted a stakeholder consultation meeting at Upazila officer's club auditorium with an active participation of Upazila level government officials, local government and civil society's representative. Thirty-Eight (38) participants (Union Parishad Chairman & Members) and Eighty-four (84) 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	12/12/2020 & 14/12/2020	Union Parishad Chairman & members	24	14	38
2	12/12/2020, 13/10/2020 & 14/12/2020	Local Stakeholders (Host Communities)	73	11	84
Total participants			97	25	122

Table: 2: Summary of Consultation Outcomes

Issues	Opinion and questions	Reply from LGED
Compensation	Have any compensation provision if affected any assets by the project?	Yes, if affected any assets LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government rules and regulations (ARIPA-2017)
Vulnerable HHHs/severely affected HHHs	Have any Vulnerable HHHs/Severely affected HHHs along the alignment	If vulnerable HHHs is identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHHs members as unskilled labor during construction if they wanted to.
Improvements of local	Local Business facilities will be increased after road	Yes, after road development economic transaction as well as business related communication will be

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

Table: 3: Attendance of local community Consultation as follows

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
1	Teknaf Kachuboni to Subrang	14/12/2020	Chandulia Para Bazar Moar & Alir	27	0	27	The following issues were	LGED is overall responsible for the project

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
	Noapara Bazar Road.		Dail Moar				discussed during consultation meeting with Community and Institutional stakeholder; 1. Who will responsible/coordinate with construction work? 2. Who will monitor the activities? 3. Will ensure Safety issues within construction area? 4. Asked about GBV or other harassments. 5. Have any scopes to entry any grievances? 5. During construction to need additional private land for temporary basis? 6. Livelihood of local people will be hampered? 7. Have any scope for local labour? 8. Road will be blocked during	implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team also be responsible for coordination and monitoring of the progress of all aspects. Health and safety training shall be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers. Also inform to participants that LGED will implement these sub projects with community participants and have scope to complain any grievances to UZ level GRC. No land acquisition will be required as road will be improved on existing alignment, which is entirely government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction material during construction work. No, there are no livelihood of local people will be hampered; even contractor shall need to engage local labor as priority during their construction work. Contractor shall make sure the temporary divider/partition between
2	Widening of Rajapalong Asrayon Road.	12/12/2020	Rumon Store, Shoulerdeva	12	0	12		
3	Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road.	14/12/2020	Kulalpara Zeep station passenger shade	10	0	10		
4	Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road.	14/12/2020	In front of Mr. Jalal Ahmed's Kuli Corner's Shop, Zimangkhal	12	0	12		
5	Improvement of Nhila R&H Rangi Khali Bazar Road.	13/12/2020	In front of Mr. Jalaluddin House, Jummapara	12	11	23		

Sl. #	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
							Construction work.	construction areas for traffic movement. So, road will not be blocked
Total participants =				73	11	84		

The key outputs of stakeholder consultation meeting are (See Annex-12 to 16):

1. Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding these sub-projects' implementation.
2. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
3. If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF.
4. Availability of first-aid boxes at the proposed sub-projects site.
5. Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
6. Avoiding and minimizing adverse social impacts for the site selection, design and construction.
7. Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-projects.
8. Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
9. Ensuring social conflicts and grievance management during construction period.
10. Following labor laws strictly, including recruitment of child labor, adequate code of conduct (CoC) for labor, wages, avoiding discrimination between male and female workers etc.
11. Ensuring equal wage for female labor including site security and facilities.
12. Ensuring that GBV is not occurring at the working site.

8. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local Community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractors need to hire skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 296 Labors (skill and unskilled) may be generated per day during construction work for the 5 sub projects at least 270 active working days (see table -4 in subproject wise no of labor and total active working man days). Based on public consultations it has been reported that women's participation in construction work is very limited. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers.

Contractor's area in each site is a combination of the working area surrounding the construction site, material stacking and storing area, labour shed and the office area. Either whole or a major portion of this area shall be just at the construction site for easily handling the labor. Strict instructions have been

given to all the contractors to keep their working areas and stacking areas free of garbage, debris and wastes, and free of dust for ongoing EMCRP work areas. They have been held responsible to keep all bulk construction materials such as stone chips, sand, steel etc. covered with plastic sheet.

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

Package & Road ID No.	Name of Subproject	Length (Meter)	Tentative Per day labor (No)	Days	Total active working days
Package Number: EMCRP/W26.01 & Road ID: 422902003	Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m.	6555	131	270	35370
Package Number: EMCRP/W26.02 & Road ID: 422944056	Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m.	2235	45	270	12150
Package Number: EMCRP/W26.03 & Road ID: 422902005	Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m.	1634	33	270	8910
Package Number: EMCRP/W26.04 & Road ID: 422904002	Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2121m.	3500	70	270	18900
Package Number: EMCRP/W26.05 & Road ID: 422904007	Improvement of Nhila R&H Rangi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m.	2250	45	270	12150
Grand Total =		16174	324		87480

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

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

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

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

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

Most of the critical social issues are being maintained at the site during COVID-19 pandemic. With the lockdown imposed by the government with effect from 23rd 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 and it is being continued.



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 etc.

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
- I 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"> • No additional land will be required as road will be improved on existing alignment, which are entirely government land. • The local community has agreed to provide space beside the road keep the construction materials during construction work. • There is no physical asset affected by the intervention of sub-projects/roads. we expecting no grievances will be found from the neighboring in the sub projects. If we found grievance from outside of the sub project, we will consult as emergency basis in order to solve the relevant problems. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of livelihood	<ul style="list-style-type: none"> • Due to Rohingya influx, host communities' daily income may be reduced severely (Not affected by proposed Sub-project). Contractor need to engage local labor as priority (both 	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and

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

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

	<ul style="list-style-type: none"> 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&SC and PMU. 			
Traffic Management	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors. Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication will be in the TMP where parking lot will be established and how it will be managed. Adequate arrangement will be in TMP for reducing inconveniences of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds Construct properly designed speed ramps on access roads. Traffic signs will be both in Bangla and Rohingya language at appropriate places. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Increase in diversion road accidents	<ul style="list-style-type: none"> The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment. The movement of heavy machinery and equipment shall be restricted to defined routes. Proper signs to be displayed at diversion. Road diversions and closures to be informed well in advance to the local community. Local community will be trained traffic management and awareness. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant). 	Construction stage	Construction Contractor	Social & Environmental Specialist and D&SC
Safety during construction of the RCC roads	<ul style="list-style-type: none"> Awareness building program will be taken on social safety matters through providing training from the project 	Construction stage	Construction Contractor	Social & Environmental Specialist of

	<p>before commencement.</p> <ul style="list-style-type: none"> At the same time, compliance will be ensured by the contractors. 		r	PIU and D&SC
Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp. Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. Treated water will be made available at site for labour drinking purpose. Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD. 	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Health & Safety Risks	<ul style="list-style-type: none"> The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks. Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis. All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. 	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC

	<ul style="list-style-type: none"> • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • Provide signposted and with adequate lighting for diversion road or temporary road. • Signposts clearly mention any slippery areas of diversion. • Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. • Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks. • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made 			
--	---	--	--	--

	<p>available by the contractor on site.</p> <ul style="list-style-type: none"> • Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills. • Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability etc.), provide the lowest vibration tools that are suitable and can do the works. • Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions. • Regular noise exposure assessments and noise level surveys of noisy areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary. • Awareness training sessions will be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration. • Ensure adequate quantities of drinking water are available at different locations within the site. • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities. • Ensure that all workers exposed to a risk are aware of the possible dangers. They will be given thorough training in how to protect themselves and there will be effective supervision to ensure that the correct methods are being using. • Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures. 			
Traffic Accidents	<ul style="list-style-type: none"> • Clear diversion /temporary road markings. • Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion. • Recording and reporting of accident incidents to local police station • Annual reporting of accident figures to 	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution

	PSC			
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability. 	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area Important places and institutions will be well connected People will enjoy improved connection to local schools, colleges, and other educational institutions. 	Operation & Maintenance	Local Government institution	Union Parishad
Health & safety risks to workers & Local community/ DRPs <ul style="list-style-type: none"> Pollution from waste materials Health & Safety risks to workers and local community/DRPs 	<ul style="list-style-type: none"> The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase. 	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D & SC	LGED and Upazila Parishad

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.

The contractors actively followed the given instructions on the COVID-19 precautionary measures from the beginning; they have to be provided Infrared Thermal Scanners for scanning body temperature, hand washing facilities, sanitizers and masks to their staff's workmen.

The trend of pandemic situation must be kept under observation as the safety of workmen is very important. It must be observed until the pandemic is controlled to a satisfactory level. Entire Contractors attentions have to be drawn up to maintain all the temporary facilities properly.

More training should be given to them to get the full use of their roles, particularly to improve the consultations with the community, grievance redress, and as a whole the social safeguard compliance. Health and safety of workers need to be treated as priority in work sites, with particular focus given to the construction sites. Use of PPE by the workers should be more closely monitored and promoted.

16. Conclusions:

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

The social benefits of these sub-projects are diverse. Through the implementation of the sub projects, direct and indirect employment will be generated through the engagement of construction work, which will positively impact the local community. The project will also require a good number of unskilled workers that will also be taken from the local community which also contribute to the local economy. People are expected to introduce modern health facilities for disadvantaged people such as women, PWD (Persons with Disability), children, the elderly, pregnant women and other vulnerable groups of the society. All these factors have incremental value on socio-economic aspects as well as the local economy. Therefore, implementation of the 5 sub projects under the package EMCRP/W-26 implementation is safe and will be more effective.

Annex-01: At a Glance Key Findings by Social Screening of 5 Sub Project's under package number EMCRP/W26 (Road Strengthening and Widening), LGED.

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
01	Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m.	Package Number: EMCRP/W26.01 & Road ID: 422902003	BC Road	Teknaf Upazila in Cox's Bazar district	6.555	Government land	No	No	No	No	No	Done	Recommended for implementation
02	Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m.	Package Number: EMCRP/W26.02 & Road ID: 422944056	BC Road	Ukhiya Upazila in Cox's Bazar district	2.235	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m.	Package Number: EMCRP/W26.03 & Road ID: 422902005	BC Road	Teknaf Upazila in Cox's Bazar district	1.634	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2121m.	Package Number: EMCRP/W26.04 & Road ID: 422904002	BC Road	Teknaf Upazila in Cox's Bazar district	3500	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Improvement of Nhila R&H Ranghi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m.	Package Number: EMCRP/W26.05 & Road ID: 422904007	BC Road	Teknaf Upazila in Cox's Bazar district	2.250	Government land	No	No	Yes	Yes	No	Done	Recommended for implementation

Annex-01.1: Description of packages 26.01- 26.05 (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
1	Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m.	Package Number: EMCRP/W26.01 & Road ID: 422902003	Teknaf Upazila	Latitude Value: 20° 51' 25.8552" N Longitude Value: 92° 17' 24.7092" E	Latitude Value: 20° 48' 32.2776" N Longitude Value: 92° 18' 39.6714" E	-	6555	14/12/2020 & 14/12/2020	3.30 PM & 10.00 AM	Sabrang & Teknaf Sadar Union Parishad	Local government Representatives (Union Parishad Chairman & members)	Local government Representatives (Union Parishad Chairman & members): - <ul style="list-style-type: none"> In consultation meeting, UP representatives emphasized on speedy work and smooth implementation of the activities. In addition, they also raised some issues that need to consider by the project Management team with due importance. Upcoming Monsoon may create obstacle and in some cases project activities can slower down. Therefore, EMCRP-LGED needs to adopt effective and dynamic strategy to complete the work before Monsoon. Local Government body also confirmed the safeguard team and other stakeholders of the project that no property or belongings of the Households will be affected due to project intervention. Local Stakeholders (Host
								14/12/2020	10.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
2	Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m.	Package Number: EMCRP/W26.02 & Road ID: 422944056	Ukhiya Upazila	Latitude Value: 21° 14' 28.7988" N Longitude Value: 92° 8' 39.0006" E	Latitude Value: 21° 14' 16.587" N Longitude Value: 92° 9' 27.99" E	-	2235	12/12/2020	02.30 AM	Rajapalong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								12/12/2020	10.00 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous	Package Number: EMCRP/W26.03 & Road ID: 422902005	Teknaf Upazila	Latitude Value: 20° 51' 48.2394" N Longitude Value: 92° 17' 59.748" E	Latitude Value: 20° 50' 57.2208" N Longitude Value: 92° 18' 5.9112" E	-	1634	14/12/2020	10.00 AM	Teknaf Sadar union Parishad	Local government Representatives (Union Parishad Chairman & members)	

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
	Carpeting (BC) from Ch. 00 to Ch. 1634m.			E				14/12/2020	12.50 PM	Sub-Project Area	Local Stakeholders (Host Communities)	Communities): - <ul style="list-style-type: none"> Host communities are main stakeholders are main driving forces as well as major stake in project implementation. In consultation with Host communities the following aspect came out that should address properly for the betterment of the project implementation; Existing alignment should use to improvement of roads. Community people are very much eager to see improved road where improved facilities will remain inbuilt. There is some problem may arise at the time project intervention but they are very much willing to take these sorts of pain taking efforts. If arise social tension or undue influence by the vested interest group If necessary, they agree to provide land and space for keeping construction materials.
4	Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500 m.	Package Number: EMCRP/W26.04 & Road ID: 422904002	Teknaf Upazila	Latitude Value: 21° 3' 36.0606" N Longitude Value: 92° 13' 35.3568" E	Latitude Value: 21° 4' 7.5216" N Longitude Value: 92° 14' 27.585" E	-	2121	14/12/2020	12.30 AM	Whykong union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								14/12/2020	04.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
5	Improvement of Nhila R&H Rangi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m.	Package Number: EMCRP/W26.05 & Road ID: 422904007	Teknaf Upazila	Latitude Value: 20° 59' 24.651" N Longitude Value: 92° 15' 17.6538" E	Latitude Value: 20° 59' 27.873" N Longitude Value: 92° 14' 17.0592" E	-	2250	12/12/2020	10.00 AM	Nhila union Parishad	Local government Representatives (Union Parishad Chairman & members)	
								13/12/2020	12.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

Annex-01.2: Crest / Top width of Package of 26.01- 26.05 (According to field Visit)

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
01	Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m.	Package Number: EMCRP/W26.1 & Road ID: 422902003	Teknaf Upazila	0.6	4.3	0.6	5.5	
02	Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m.	Package Number: EMCRP/W26.02 & Road ID: 422944056	Ukhiya Upazila	0.6	4.3	0.6	5.5	
03	Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m.	Package Number: EMCRP/W26.03 & Road ID: 422902005	Teknaf Upazila	0.6	4.3	0.6	5.5	
04	Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500 m.	Package Number: EMCRP/W26.04 & Road ID: 422904002	Teknaf Upazila	0.6	4.3	0.6	5.5	
05	Improvement of Nhila R&H Rangi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m.	Package Number: EMCRP/W26.05 & Road ID: 422904007	Teknaf Upazila	0.6	4.3	0.6	5.5	

Annex-02: Pictures of Existing View & location of 5 Sub-Projects under package EMCRP/W-26 LGED.

	
<p>Teknaf Kachuboni to Subring Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m. Package Number: EMCRP/W26.01 & Road ID: 422902003</p>	<p>Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m. Package Number: EMCRP/W26.02 & Road ID: 422944056</p>
	
<p>Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m. Package Number: EMCRP/W26.03 & Road ID: 422902005</p>	<p>Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500 m. Package Number: EMCRP/W26.04 & Road ID: 422904002</p>
	
<p>Improvement of Nhila R&H Ranghi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m. Package Number: EMCRP/W26.05 & Road ID: 422904007</p>	

Annex-03: Social Screening of Teknaf Kachuboni to Subrang Noapara Bazar Road (Package Number: EMCRP/W26.01)

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:

Teknaf Kachuboni to Subrang Noapara Bazar Broken Bituminous Carpeting (BC) road will be improvement under the proposed sub-project (Improvement of Teknaf Kachuboni to Subrang Noapara Bazar road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 6555 m. 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 and Teknaf Sadar union, Village-Gudarbil, Kochubonia, Choto habibpara, Boro habibpara, Chanduli para, Mollardril, Alerdril, kuanci chori para, kuanci chori para Guchaccya gram, katabonia, Puran para & Nayapara, Ward- 7 & 8 of Teknaf sadar union and 1,2&3 of Sabrang union Mouza- Tecknaf and Sabrang of Teknaf Upazila under Cox's Bazar District. The proposed road has started from Gudarbilla Baitus shaf Madrasha & Jame Mosque of Teknaf Sea beach road and ended Noyapara to Shahporir dwip road stretching 6555 meters from west side to east Side. From the Starting to the end of the proposed road, there are several roads connected in this road such as 1. Hasompara road, 2. Kachubonia connecting road 3. Kochubonia sea beach road 4. Sabrang chandulipara road 5. Monder drail sea beach road 6. North Monder drail sea beach road 7. Alirdrail road 8. Alirdrail koyangchori para 9. kuanci chori para marine drive road 10. Drail para road. Starting point GPS Coordinates: Latitude Value: 20° 51' 25.8552" N & Longitude Value: 92° 17' 24.7092" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01 km.), including are at east side-Teknaf Government College (760m), Sabila al Rashid complex (1km), Younus market (800m), Baitush sharif complex (40m) sabrang High School & GPS (1km), Sabrang Bazar, Mosque & Graveyard (1km), vocational school (30m), Noapara GPS (500m), Noapara Nabi Hossain High School (500m), Farukiya Baro Madrasha (20m). At North side world vision Teknaf field office (350m), Graveyard (600m), Mohammodia Riazul Minna Dakhil Madrasha (200m), Boro habib para jame Mosque (100m). At west side Alerdril Jame Mosque, Madrasha & Graveyard (300m) and Adarsh Jame Mosque & Madrasha (500m), kochubonia community clinic (50m), Kochubonia pond (80m), pond (800m). At north east side Greenland school and college (900m), WFS center (30m). Graveyard (250m), Teknaf Pilot High School (650 m). At south side Cyclone center (325m), Alerdril GPS (20m), Puranpara jame Mosque&graveyard (5m) & Chandulia para bazar (5m). 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 Kachuboni to Subrang Noapara Bazar Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: Latitude Value: 20° 48' 32.2776" N & Longitude Value: 92° 18' 39.6714" E. Package summery works are mentioned below;

Proposed safety structures for road Improvement of Earth work on Teknaf Kachuboni to Subrang Noapara Bazar Road from Ch 00-6555.0m. Strengthening and widening of Bituminous Carpeting work on Teknaf Kachuboni to Subrang Noapara Bazar Road from Ch 00-6555.0m.

Construction of 01 No cross drain (0.975 x 0.975) Ch: +1347.00 at different chainages Teknaf Kachuboni to Subrang Noapara Bazar Road. Construction of 520.00m Guide wall 1 m height @ different chainage on Teknaf Kachuboni to Subrang Noapara Bazar Road. Construction of Box culvert: 4 Nos (3.5 x 3.5) @ Ch: +255.00, (4.5 x 3.00) @ Ch: +679.00, (2.5 x 2.5) @ Ch: +1018.00. (1.5 x 1.5) @ Ch: + 1808.00. Construction of Road Safety work on Teknaf Kachuboni to Subrang Noapara Bazar Road. Proposed T section Ch: +142.00(R/S), Ch: +405.00(R/S), Ch: +660.00(L/S), Ch: +815.00(R/S), Ch: +895.00(L/S) , Ch: +1282.00(R/S), Ch: +1650.00(L/S) , Ch: +3090.00(R/S) , Ch: +3220.00(R/S), Ch: +3420.00(R/S), Ch: +4205.00(R/S), Ch: +4260.00(L/S) Ch: +4578.00(R/S), Ch: +4806.00(L/S), Ch: +4989.00(R/S), Ch: +5130.00(L/S), Ch: +5218.00(L/S), Ch: +5434.00(R/S), Ch: +5460.00(L/S), Ch: +5641.00(R/S), Ch: +6037.00(L/S), Ch: +6217.00(R/S). Construction of Environmental Mitigation work on Teknaf Kachuboni to Subrang Noapara Bazar Road.

Important Features of Sub-project Location	
Road ID	422902003
Package No:	EMCRP/W26.01
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf Sadar & Sabrang
WARD	7 & 8 of Teknaf Sadar and 1, 2 & 3 of Sabrang
Proposed Chainage	6555m
Distance from Upazila Head quarter	6 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° 51' 25.8552" N Longitude Value: 92° 17' 24.7092" E
Road Ending Point Coordinates	Latitude Value: 20° 48' 32.2776" N Longitude Value: 92° 18' 39.6714" 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 Kachuboni-Subrang Noapara Bazar 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	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this</p>

<p>of workers to the project location, and will the influx be considered significant for the local community?</p>	<p>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 131 skilled and unskilled workforces are expected to be required for the construction work. Among them 33 will be skilled and 98 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: 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? Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required? Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in 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? Answer: The size of local population in the project area is near about 65000. Approximately Male- 33000 and Female- 32000. The total numbers of families are near about 13000.</p> <p>✓ What is the size of the host Rohingya community? Answer: In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 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? Answer: 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? Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about 10000 local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered? Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to</p>

	<p>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>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>The expected duration of the incoming workers duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed 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).
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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				

13: Who are the stakeholders of the project?

Answer: local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader, Tourist section 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?

Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.

15: Are project objectives consistent with their needs, interests and capacity?

Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.

16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?

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

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

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

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

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

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

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

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

Annex-04: Social Screening of Widening of Rajapalong Asrayon Road (Package Number EMCRPW26.02)

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:

Widening of Rajapalong Asrayon road Bituminous Carpeting (BC), Reinforcement Cement Concrete (RCC) & Broken Herring-bone Bond (HBB) will be improvement under the proposed sub-project (Widening of Rajapalong Asrayon road by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 2235m). Based on field survey, this proposed road is at present Bituminous Carpeting (BC), Reinforcement Cement Concrete (RCC) & Broken Herring-bone Bond (HBB). It will be improved on existing alignment which is situated under Rajapalong union, Villages- Ukhiya Patabari, Sailerdeva Patabari, Muhuripara, Paschim Shuilerdeva, purbo Shuilerdeva, Gucchyagram & Adarshagram, Ward-09, Mouza- Patabari under Cox's Bazar District. The proposed road has started from the Ukhiya Teknaf highway patabari Raster more and ended Ukhiya Teknaf highway Adarshaygram Mosque stretching 2235 meters from west side to west Side. From the Starting to the end of the proposed road, there is two connecting roads, namely 1. Shailerdeva-Trupalong road and 2.T&T lambaguna road. This road 1.5 KM away from Ukhiya Upazila head quarter. Starting point GPS Coordinates: Latitude Value: 21° 14' 28.7988" N & Longitude Value: 92° 8' 39.0006" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01 km.), including are at south side Pata bari playground (5m), Ukhiya Degree college (10m), Adarshagram Mosque (5m). At north side shuilerdeva chora (50m), Beratram (repatram) buddha temple (30m), shuilerdeva cremation (500m), Shuilerdeva, Typalong hamida dhakil madrasa (800m) and Reju khal (30m), Ukhiya PS (900m), Ukhiya Bazar (500m), Patabari buddha mondir (200m), Patabari GPS (180), patabari ashram (200m) & patabari mosque (180m), shuilerdeva Buddha Mondir (200m) and Kushalian kindergarten(170m). At west Side Nurul Islam technical school & college (100m) & Army camp (20m). At east side Sharif nursery (5m) & T&T graveyard (5m). 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 Widening of Rajapalong Asrayon Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21° 14' 16.587" N & Longitude Value: 92° 9' 27.99" E.

Package summery works of proposed road are mentioned below;

- Maintanance of Rajapalong Asrayon Road by Earth work from Ch 00-2235m.
- Strengthening & Widening of Rajapalong Asrayon Road by BC work from Ch 00-2235m.
- Cross Drain at Ch.1555m.
- Construction of 53.0m Toe wall (height 1.5m) & 283m Palisading work at different Chainages.
- Construction of 132.0m RCC U- Drain works at different Chainages.
- Construction of 164.0m L-drain at different Chainages.
- Construction of Road Safety & Environmental Mitigation workk on Rajapalong Asrayon Road.

Important Features of Sub-project Location	
Road ID	422944056
Package No:	EMCRP/W26.3
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	09
Proposed Chainage	2235 m
Distance from Upazila Head quarter	1.5 Km
Present Condition of Road	Bituminous Carpeting (BC), Reinforcement Cement Concrete (RCC) & Broken Herring-bone Bond (HBB)
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 14' 28.7988" N Longitude Value: 92° 8' 39.0006" E
Road Ending Point Coordinates	Latitude Value: 21° 14' 16.587" N Longitude Value: 92° 9' 27.99" 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 Widening of Rajapalong Asrayon 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	Aspects to Consider
---------------	---------------------

questions	
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. For the remaining period of the project, in the based on FGD approximately 45 skilled and unskilled workforces are expected to be required for the construction work. Among them 11 will be skilled and 34 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: 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>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in 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>Answer: The size of local population in the project area is near about 5100. Approximately Male- 2600 and Female- 2500. The total numbers of families are near about 1020.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 1km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts as well as upazila head quarter for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about 5000 local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p>

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

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed 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 BC&HBB.
4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of 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.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary				

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

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

Annex-05: Social Screening of Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road (Package Number EMCRPW26.03)

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Teknaf Bazar to Khangar Dail Sharif Bari broken Bituminous Carpeting (BC) Road will be Strengthening and Widening under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 0.00 - Ch. 1634m. 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 Teknaf sadar union, Village- Kular Para, Ward-03 of Teknaf Upazila in Cox's Bazar District. The proposed road has started from 100 meters inwards in the South of thana's more in Shapori road keeping Graveyard on the left. Starting point GPS Coordinates: Latitude Value: 20° 51' 48.2394" N & Longitude Value: 92° 17' 59.748" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Thanar Mosque (50m), Hindu Mondir (100m). At south side Degree College (500m). At East side Jaliapara Mosque (125m), Jamia Boro Mosque (100m), Post Office (100m), Kulalpara Graveyard (15m), Jaliapara Graveyard (50m), Furkania Madrassa (10m), Islamia Madrassa (60m). At West side Kulalpara Mosque (15m), Shilbonia para-Mosque (10m), Teknaf Thana (10m), Lamar Bazar Mosque (150m), Small Gov't Clinic (150m), Oliabad GPS (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 Teknaf Bazar to Khangar Dail Sharif Bari Road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 1634m at Village- Kulalpara, Union-Teknaf Sadar, Ward-03 in Teknaf Upazila of Cox's Bazar District. Ending point is Najir parar matha (sultan's shop). Ending point GPS Coordinates: Latitude Value: 20° 50' 57.2208" N & Longitude Value: 92° 18' 5.9112" E.

Package summery works of proposed road are mentioned below;

- Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by earth work from Ch 00-1634m
- Improvement of Teknaf Bazar to Khangar Dail Sharif Bari road including widening by Bituminous carpeting (BC) work from Ch.00 to Ch. 1634m.
- Construction of 01 no. Box Culvert of size 4.5m x 4.5.0m at Ch. 745.0m.
- Construction of 01 no. cross drain 0.975m x 0.975m at Ch. 1530m.
- Construction of 58.0m Guide Wall of size 1.5m Height at Ch. 1500-1558m.
- Construction of T-Section at Ch. 120m, Ch. 138m, Ch. 411m, Ch. 743m, Ch. 1071m, Ch. 1410m

and Ch. 1480m.

- Construction of Road Safety & Environmental Mitigation work on Teknaf Bazar to Khangar Dail Sharif Bari road.

Important Features of Sub-project Location	
Road ID	422902005
Package No:	EMCRP/W26.03
District	Cox's Bazar
Upazila	Teknaf
Union	Teknaf Sadar
WARD	03
Proposed Chainage	1634m
Distance from Upazila Head quarter	03 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° 51' 48.2394" N Longitude Value: 92° 17' 59.748" E
Road Ending Point Coordinates	Latitude Value: 20° 50' 57.2208" N Longitude Value: 92° 18' 5.9112" 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 Bazar to Khangar Dail Sharif Bari Road have no any historical and Archeological structure. So that there is no question to generate any adverse impact in this regard. In consultation meeting it has revealed that no Elephants corridors are exist presently in the proposed area. Due to Rohingya influx no elephant has been found last few years. There are some mosques and religious institutions in this area but that will be not affected by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: 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 08 will be skilled and 25 will be unskilled workforces. No foreign workers are will not be needed to at this locality in construction work. The construction area is totally out of the camp, therefore, Rohingya people should not consider as labor forces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project 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</p>

	<p>totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: 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>Answer: According to the Union Parishad and local's community, the size of local population of the sub-project area is near about 121000. Out of 121000 populations, 60105 are males and 60895 are females. The total number of families is 22000</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: The sub-project area belongs to the host community. There is no Rohingya person near this proposed road. The Rohingya camp is 12/13km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited in this area. In 24 hours, locale and outsiders are communicating in the project area. Near about around 7,000/8000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered; 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>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another. • Different Diseases may spread in the area for over population.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed BC road construction.

2. Is the site for land taking known?	√			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?		√		N/A , no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the improvement of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [V] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [] Yes				

During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)

13: Who are the stakeholders of the project?

Answer: local community, People of both side of the road, Rohingya peoples, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.

14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?

Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.

15: Are project objectives consistent with their needs, interests and capacity?

Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.

16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?

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

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

Answer:

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

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

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

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

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

improved health facility.

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

Annex-06: Social Screening of Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road (Package: W-26.04)

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:

Zimang Khali R&H to WDB Bundh via BDR Camp road will be strengthened and widened under the proposed sub-project by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500m. Based on field survey, this proposed road is at present broken Bituminous Carpeting (BC) & Earthen. This proposed Zimang Khali R&H to WDB Bundh via BDR Camp road belongs to Zimang Khali village at Whykong union, Mouza-Moddha Nhila, Post- Noapara 4761, Ward- 6 under Teknaf Upazila of Cox's Bazar District. This road has started from opposite of Zimang Khali Station Jame Mosque on Teknaf Cox's Bazar Highway stretching 3500 meters from West side to East side. The proposed road ends at an embankment under construction near the Naf River on the Myanmar border. From the Starting to the end of the proposed road, there are no connecting roads. This road 10 Km. away from Marine drive road. Starting point GPS Coordinates: Latitude Value: 21° 3' 36.0606" N & Longitude Value: 92° 13' 35.3568" E. Ending point GPS Coordinates: Latitude Value: 21° 4' 7.5216" N & Longitude Value: 92° 14' 27.585" E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km) including are at North side Zimang Khali Purbopara Beel (50m), Zimang Khali BDR Camp (05m), Zimang Khali BDR Camp Mosque, at South side Zimang Khali Khal (05m), Zimang Khali Mina Bazar (100m), BDR Camp Pond (05m), at east side Naf River (30m), at west side Zimang Khali Jame Mosque (10m), Zimang Khali cyclone shelter (100m), Noapara graveyard (500m), Noapara pond (10m), Moddha Nhila forest Bit (500m), Zimang Khali Purbopara Hasan Ali Jame Mosque (05m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the implementation of the sub-project which will contribute to the national development.

Sub-project Location:

Proposed Zimang Khali R&H to WDB Bundh via BDR Camp road is categorized as a village road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 3500m at Village- Zimang Khali, Ward-06 of Teknaf Upazila in Cox's Bazar District.

Package summary of proposed road works are mentioned below;

- Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by BC work (Strengthening & Widening) from Ch. 00-3500.0m.
- Construction of 01 no Box Culvert of size 2.0m x 1.5.0m at Ch. 638.0m.
- Construction of 29.0m Protection work by Palisading (Brick) (H=2.0m) at Ch. 278-307m.
- Construction of Protection work by RCC Retaining wall (126.0 m length and 3.0m height) with Pre-cast RCC Pile (6.0 m length) at Ch. 760-788m, Ch. 848-930m and Ch. 964-980m.

- Construction of Road Safety & Environmental Mitigation work on Zimang Khali R&H to WDB Bundh via BDR Camp road.

Important Features of Sub-project Location	
Road ID	422904002
Package No:	EMCRP/W26.04
District	Cox's Bazar
Upazila	Teknaf
Union	Whykong
WARD	06
Proposed Chainage	3500m
Distance from Upazila Head quarter	15 Km
Present Condition of Road	Broken Bituminous Carpeting (BC) & Earthen.
Road Type	Village Road
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21° 3' 36.0606" N Longitude Value: 92° 13' 35.3568" E
Road Ending Point Coordinates	Latitude Value: 21° 4' 7.5216" N Longitude Value: 92° 14' 27.585" E
Land ownership	Government Land

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

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

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

Section B: Social Screening

Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: There are available skilled and unskilled work forces in the sub-project location. No foreign skilled and unskilled workers will be needed for the remaining period of the project. If the contesters want, then they will be hired some skilled workforces from the outside. Unskilled labors get need to hired absolutely not. In construction work approximately 42 skilled and unskilled workforces are expected to be required for the construction work. Among them 11 are skilled and 31 are unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Yes, majority portion of workforce will be hired from the local work forces as required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed</p>

	<p>that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Unskilled labor is available in this area; So, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame if the skilled level of the local work force does not match the needs of the project.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house but maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area is near about 5200. Male- 51.50% and Female- 48.50%. The total numbers of families are near about 925.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: There is no Rohingya person near the proposed road. The Rohingya camp is 02 km away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Daily. Near about 6000/7000 local's community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community and Rohingya peoples. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local</p>

community could create adverse impacts?	<p>workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers duration is about 18 months.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impact may occur those are;</p> <ul style="list-style-type: none"> • Price hiking • Crisis of water and sanitation • In some extent of religious barrier • Movement problem for vehicle
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: Project authority has made consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.

15: Are project objectives consistent with their needs, interests and capacity?

Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.

16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?

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

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

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

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

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

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

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

Annex-07: Social Screening of Improvement of Nhila R&H Ranghi Khali Bazar road (Package Number EMCRPW26.05)

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Nhila R&H Ranghi Khali Bazar Broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen road will be Strengthening and Widening under the proposed sub-project (Improvement of Nhila R&H Ranghi Khali Bazar road by BC from Ch. 0.00 - Ch. 2250m). Based on field survey, this proposed road is at present Broken Bituminous Carpeting (BC), Broken Herring-bone Bond (HBB), Broken Brick Flat Soiling (BFS) & Earthen. It will be improved on existing alignment which is situated under Nhila union, Village-Purbo Rangikhali, Supari Bagan, Gazi Para, Jumma Para, School Para, South Rangikhali, Alikhali, Ward-07 of Teknaf Upazila in Cox's Bazar District. The proposed road has Cox's Bazat teknaf Highway on Alikhali at east side stretching 2250 meters to Uluchamari Nhila Bazar road at East side to West side. From the Starting to the end of the proposed road, there are 09 connecting roads, namely (1) Abul Kalam Connecting Road (2) Lamar Para (South) Connecting Road (3) Lamar Para (North) Connecting road (4) Supari Bagan Connecting road (5) Dorgaon Connecting road (6) Ali khali Connecting road (7) Ranghi Khali Hill Connecting road (8) Jumma Para connecting road and (9) Gazipara connecting road. This proposed road is 30 Km. away from Marine Drive. Some sensitive cultural, archaeological, religious sites near (within 1km) of site are at north side Moinuddin Memorial College (200m), Salt field (05m), Chowdhurypara Khal (400m), Gazi Kamrul Islam Kinder Garden school (10m), Uluchamari Koner para Jame Mosque (500m), Jumma North side Mosque (05m), Ranghi Khali Central Jame Mosque & Graveyard (05m), Ranghi Khali Bazar (05m), Ranghi Khali Darul Senior Fazil Madrasa ullum (100m), at south side solar plan (500m), Thanda Miar Mosque (05m), Salt field (05m), Ranghi Khali Khal (200m), Salt factory of Mr. Bashir Uddin (10m), Field Based agriculture school 930m), Al Waledain Jame Mosque (08m), North Ranghi Khali Post office-4761 (05m), Ranghi Khali Graveyard (05m), Tower of Robi Moile (10m), Ranghi Khali Bazar (05m), Eidguah (05m), Rangikhali Mosque (500m), Ranghi Khali GPS (500m), Jumma Para chara (05m) at east side Naf River (400m), Shrimp Project of Mr. Anwar Hossain (300m), Jumma para ring well (05m), at west side Jumma para Majer Mosque (10m), Ranghi Khali Khadijatul Cobra madrasa (10m), Ranghi Khali Hill (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 R&H Ranghi Khali Bazar is situated under Nhila union, Village-Purbo Rangikhali, Supari Bagan, Gazi Para, Jumma Para, School Para, South Rangikhali, Alikhali, Ward-07 of Teknaf Upazila in Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20° 59' 24.651" N & Longitude Value: 92° 15' 17.6538" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: Latitude Value: 20° 59' 27.873" N & Longitude Value: 92° 14' 17.0592" E.

Package summery works of proposed road are mentioned below;

- Improvement of Nhila R&H Ranghi Khali Bazar road by earth work from Ch 00-2250.0m
- Improvement of Nhila R&H Ranghi Khali Bazar road including widening by Bituminous carpeting (BC) work from Ch.00 to Ch.2250.0m.

- Construction of 04 no Box Culvert at Ch. 185m of size (2.5m x 2.5m), at Ch. 424m of size (2.5m x 2.5m), at Ch. 1668m of size (4.5m x 4.5m) and at Ch. 1841m.
- Construction of 22.00m Guide wall (Height = 2.5m) at Ch. 850-872m.
- Construction of 128.00m retaining wall (Height = 3.0m) at Ch. 1668-1734m, at Ch. 1896-1922m, at Ch. 2794-2820m, Ch. 2820-2830m.
- Construction of 987.00m Palisading work (Height 1.0m) at Ch. 100-397m, at Ch. 580-622m, at Ch. 652-704, at Ch. 652-671m, at Ch. 850-957m, at Ch. 885-940m, at Ch. 1020-1051m and at Ch. 1778-1823m.
- Construction of Road Safety & Environmental Mitigation work on Nhila R&H Rangi Khali Bazar road.

Important Features of Sub-project Location	
Road ID	422904007
Package No:	EMCRP/W26.05
District	Cox's Bazar
Upazila	Teknaf
Union	Nhila
WARD	07
Proposed Chainage	2250m
Distance from Upazila Head quarter	20 Km
Present Condition of Road	Broken Bituminous Carpeting (BC), 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° 59' 24.651" N Longitude Value: 92° 15' 17.6538" E
Road Ending Point Coordinates	Latitude Value: 20° 59' 27.873" N Longitude Value: 92° 14' 17.0592" 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 Nhila R&H Rangi Khali Bazar 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	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local</p>

significant for the local community?	<p>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 45 skilled and unskilled workforces are expected to be required for the construction work. Among them 11 will be skilled and 34 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: 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>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project 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>Answer: The size of local population in the project area is near about 11240. Male- 51.50% and Female- 48.50%. The total numbers of families are near about 2300.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road. The Rohingya camp is 01 km. away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area. In 24 hours, locale and outsiders are communicating in the project area. Near about 12,000 local's community and outsiders use the road daily.</p>

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

	<p>project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
--	--

Section B.2. Land acquisition and stakeholder screening

Probable Effects	Involuntary	Resettlement	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking						
1. Will there be any land acquisition?			√			No land will be required to intend Proposed 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 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 acquisition?			√			No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of BC road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?			√			No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?			√			Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?			√			It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas						
10. Will people lose access to natural			√			People access to communal facilities

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

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

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

Annex-08: 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 (Broken BC, BFS, Earthen & RCC) with vacant average 5.5-meter width including 0.6 meter both side slopes will be strengthening and widening on government land under Ukhiya & Teknaf Upazila in Cox’s Bazar district of package EMCRP/w-26.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none">No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.No Households will be affected by the intervention of sub-projects. If we found any grievance from the neighboring household, we will consult on emergency basis in order to solve the problem by project GRC.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Number of Complaints✓ Check Grievance register✓ Resolutions against the grievances	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none">No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.Code of conduct required for the local labours and outside labours.During construction work, social safeguard compliance will be maintained properly by the contractor.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Labor wages payroll✓ Interview with labour✓ Frequent visit by D&SC and PIU personnel✓ Copy of code of conduct	Weekly basis
	Site Selection & implementing interventions:	No adverse impact may be generated	<ul style="list-style-type: none">Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Check sub-project Map✓ Checking IUCN report✓ Documents check and	Monthly basis

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

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			<p>managed.</p> <ul style="list-style-type: none"> Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds Construct properly designed speed ramps on access roads Traffic signs will be in both Bangla and Rohingya language at appropriate places. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language. 		<p>awareness raising event on traffic management</p> <p>✓ Physical visit of divert roads</p> <p>✓ Traffic sign both Bangla and Rohingya language</p>	
	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> The movement of heavy machinery and equipment shall be restricted to defined routes. Proper signage to be displayed at major junctions. Road diversions and closures to be informed well in advance to the local community. The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes. 	Construction Contractor	<p>✓ No. of Accidents took place at construction site</p> <p>✓ Police and Hospital Record</p> <p>✓ Local witness</p> <p>✓ Complaint register</p>	Monthly basis
3: Construction Phase	Temporary partition between construction	Low impact may be generated	<ul style="list-style-type: none"> Contractor will make sure the temporary divider/partition between strengthening and widening improvement area and the locality is under BOQ budget. This divider will be made in such a way that the 	Construction Contractor	<p>✓ Visiting the sub-project site</p> <p>✓ Picture of divider/partition</p>	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	places and neighboring HHs		traffic movement and normal activities of neighboring people is not hampered.			
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors. Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal protective equipment (PPE) 	Fortnightly basis
	Drinking water and sanitation facility for male and female workers	Low impact may be generated	Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male & female separately.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Check tube well ✓ Water quality test randomly ✓ Check sanitation facilities ✓ Check bathing places 	Weekly basis
	Noise from construction works	Low impact may be generated	Strengthening and widening improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Physical visit ✓ Interview with local people 	Weekly basis
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> ✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken. ✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up. ✓ Local community must be consulted by discloser before 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Approval letter/ Consent letter of Local Representative or concern authority ✓ Grievance register and its resolutions 	On weekly or fortnightly basis

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			start any construction works.			
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> ✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host. ✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. ✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. ✓ Anti-social activities strictly prohibited 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Checking use of resources by labor ✓ Document checking of awareness building activities ✓ Physical Checking ✓ Grievance register ✓ Interview with local community 	Daily site visit
	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> ✓ Exposure to health events during road strengthening and widening improvement activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis: ✓ All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. ✓ Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. ✓ Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas. ✓ Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Regular site visit ✓ List of materials such as; Fire distinguisher, first Aid box. ✓ Fitness certificate of equipment provided concern Authority. ✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures ✓ List of Personnel equipment materials ✓ Training document checking 	Daily site visit/inspection.

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			<p>general fire precautions including, means of escape, warning, and fighting fire.</p> <ul style="list-style-type: none"> ✓ Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. ✓ First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. ✓ Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures before start construction work. 		<ul style="list-style-type: none"> ✓ Contractor will be ensured to PMO whether they have recruited SSO & validation of documents. 	
	Traffic Accidents	Low impact may be generated	<ul style="list-style-type: none"> ✓ Clear road markings ✓ Road design to ensure traffic speed is not hazardous given slopes and bends ✓ Recording and reporting of accident incidents to local police station ✓ Annual reporting of accident figures to PSC 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ No. of accident took place ✓ Marking and signage of road ✓ Record of police station and PSC 	Monthly basis
4: Operational Phase	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	Low impact may be generated	<ul style="list-style-type: none"> ✓ Ensure preventative maintenance schedule is followed. ✓ Regular inspections of potential leaking points. 	Union council, Upazila Parishad	<ul style="list-style-type: none"> ✓ Number of complaints received ✓ Check maintenance cost ✓ Physical verification and site visit 	Quarterly basis

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

Annex-09: At a Glance Public Consultation of 5 sub-projects under Package: EMCRP/W-26.

1. Project Stakeholders:

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

2. Methodology:

Adoption of appropriate methodology plays a very crucial role to prepare the social screening of sub-projects. Participatory process has been followed to conduct social screening. Participatory public consultation has been conducted at each and every sub-project level with the participation of community people, teachers, local elites, CSO members and local elected representatives. There are some PRA tools that are used for collecting data such as; FGD, key informant interviews, social screening form (SSF). In public consultation meetings that are held at sub-projects level, project beneficiaries and stakeholders have been properly informed about project related information as well as Grievance Redressed Mechanism of this package EMCRP/w-26. 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 Strengthening and widening work, pedestrians may face difficulties to Strengthening and widening 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 strengthening and widening 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-26) will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; older people, PWD (Persons with Disability), women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

Annex-10: Photographs of Consultation Meeting of 5 Sub Project's with Stakeholders under Package: W-26



Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m. Package Number: EMCRP/W26.01 & Road ID: 422902003



Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m. Package Number: EMCRP/W26.02 & Road ID: 422944056



Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m. Package Number: EMCRP/W26.03 & Road ID: 422902005



Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500 m. Package Number: EMCRP/W26.04 & Road ID: 422904007



Improvement of Nhila R&H Ranghi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m. Package Number: EMCRP/W26.05 & Road ID: 422904007

Annex-11: Photographs of 5 Sub Project's Present Condition under Package: W-26



Teknaf Kachuboni to Subrang Noapara Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 6555m. Package Number: EMCRP/W26.01 & Road ID: 422902003



Widening of Rajapalong Asrayon Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2235m. Package Number: EMCRP/W26.02 & Road ID: 422944056



Improvement of Teknaf Bazar to Khangar Dail Sharif Bari Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 1634m. Package Number: EMCRP/W26.03 & Road ID: 422902005



Improvement of Zimang Khali R&H to WDB Bundh via BDR Camp Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 3500 m. Package Number: EMCRP/W26.04 & Road ID: 422904007



Improvement of Nhila R&H Rangi Khali Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 2250m. Package Number: EMCRP/W26.05 & Road ID: 422904007

Annex-12 to 16: List of Participants Attended in a Consultation Meeting of 5 Sub-Projects under package number EMCRP/W26, LGED.

EMCRP/W26.01, Road ID No.- 422902003

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সরকারি কার্যালয় (সরকারি কার্যালয়) সরকারি কার্যালয়

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

Time: 12:30 PM

Date: 14/12/2020

Location: Tarkat Bazar for Subproject from Road No.

Address: Alin Dail Monir

Organized by: Subproject 1, and 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 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, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 21

EMCRP/W26.01, Road ID No.- 422902003

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহিংসতা প্রতিরোধ কর্মসূচি (সহিংসতা প্রতিরোধ)

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

Time: 10:30 AM

Date: 14/12/2020

Location: Teknaf Suburb, Cox's Bazar District

Topic: Chondulin Para Bazar Road

Facilitator: Subang, Scribe: Subang, Time: 10:30 AM, Date: 14/12/2020

Project ID: W26/01

সহিংসতা প্রতিরোধ কর্মসূচি (সহিংসতা প্রতিরোধ)

ক্র.সং.	নাম	বয়স	পেশা	স্বাক্ষর	স্বাক্ষর / সীল
০১	মুহাম্মদ হুসাইন	৩০	কৃষক	মুহাম্মদ হুসাইন	
০২	মুহাম্মদ	২৩	কৃষক	মুহাম্মদ	
০৩	মুহাম্মদ	২৬	"	মুহাম্মদ	
০৪	মুহাম্মদ	২৭	"	"	
০৫	মুহাম্মদ	২৮	"	মুহাম্মদ	
০৬	মুহাম্মদ	২৬	"	মুহাম্মদ	
০৭	মুহাম্মদ	২৮	"	"	
০৮	মুহাম্মদ	২৮	"	"	
০৯	মুহাম্মদ	২৮	"	"	
১০	মুহাম্মদ	২৮	"	মুহাম্মদ	
১১	মুহাম্মদ	২৮	"	মুহাম্মদ	
১২	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৩	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৪	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৫	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৬	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৭	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৮	মুহাম্মদ	২৮	"	মুহাম্মদ	
১৯	মুহাম্মদ	২৮	"	মুহাম্মদ	
২০	মুহাম্মদ	২৮	"	মুহাম্মদ	

EMCRP/W26.03, Road ID No.- 422902005

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহী নীতিসহ জাতিসংঘ রোহিঙ্গা পরামর্শ দায়িত্ব পালন

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ১২:৫০ PM

তারিখ: ২৪/০২/২০২০

উদ্দেশ্য/বক্তব্য: Improvement of Teknaf Bazar to Khenger Dail Sharvit Bori Road.

অংশগ্রহণকারী: Kadalpara Trip Station, Passenger Shacks

স্থান: উত্তরাঞ্চলিক রাস্তা: ০৩. গ্রাম: Teknaf ডাক: Teknaf জেলা: Cox's Bazar

তারিখ: ২৬/০৩

অংশগ্রহণকারীদের তালিকা (নামের ও বয়সের)

ক্রমিক	নাম	বয়স	পুরুষ/মহিলা	জাত	বাসস্থান / উদ্দেশ্য
০১	আব্দুল হক	৫২	পুরুষ	মুসলমান	আব্দুল হক
০২	আব্দুল জামিল	৫০	ম	ম	আব্দুল হক
০৩	মুহিউদ্দিন	৫২	ম	ম	মুহিউদ্দিন
০৪	মুহাম্মদ আব্দুল হক	৪০	ম	ম	মুহাম্মদ আব্দুল হক
০৫	মুহাম্মদ আব্দুল হক	৫২	ম	ম	মুহাম্মদ আব্দুল হক
০৬	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
০৭	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
০৮	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
০৯	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১০	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১১	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১২	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৩	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৪	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৫	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৬	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৭	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৮	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
১৯	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক
২০	মুহাম্মদ আব্দুল হক	৫০	ম	ম	মুহাম্মদ আব্দুল হক

EMCRP/W26.04, Road ID No.- 422904002

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বাধীনতা জাতীয় সড়ক (সংসদগত) পরিদপ্তর

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ০৭:৩০ PM

তারিখ: ২৪/১২/২০২০

উদ্দেশ্য/সংসদগত: Improvement of Pirmangyapali E.A. to WDD Bunder via Badam Road

সংগঠিত দ্বা: উন্নয়ন কর্মসূচী জুনি ডিভিশন (সিআর জিআর, ডিআর)।

স্থান: উন্নয়ন কর্মসূচী সড়ক নং: ০৬ সড়ক: ডা/সিআর জিআর উন্নয়ন কর্মসূচী

সড়ক আইডি নং: W26/04

সংগঠন/সংগঠিত দপ্তর (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	স্বাক্ষর	স্বাক্ষর / চিহ্ন
০১	শ্রীমতী সত্যজিৎ	৬৫	মহিলা	শ্রীমতী সত্যজিৎ	সত্যজিৎ
০২	সত্যজিৎ	৬০	মহিলা	সত্যজিৎ	সত্যজিৎ
০৬	শ্রীমতী সত্যজিৎ	৬২	মহিলা	সত্যজিৎ	সত্যজিৎ
০৮	শ্রীমতী সত্যজিৎ	৬২	মহিলা	সত্যজিৎ	সত্যজিৎ
০৯	শ্রীমতী সত্যজিৎ	৬০	মহিলা	শ্রীমতী সত্যজিৎ	সত্যজিৎ
০৬	সত্যজিৎ সত্যজিৎ	৬৬	মহিলা	সত্যজিৎ	সত্যজিৎ
০৭	সত্যজিৎ সত্যজিৎ	৬৭	মহিলা	সত্যজিৎ	সত্যজিৎ
০৮	সত্যজিৎ সত্যজিৎ	৬২	মহিলা	সত্যজিৎ	সত্যজিৎ
০৯	সত্যজিৎ সত্যজিৎ	৬২	মহিলা	সত্যজিৎ	সত্যজিৎ
১০	শ্রীমতী সত্যজিৎ সত্যজিৎ	৬৫	মহিলা	সত্যজিৎ	সত্যজিৎ
১১	শ্রীমতী সত্যজিৎ সত্যজিৎ	৬৭	মহিলা	সত্যজিৎ	সত্যজিৎ
১২	শ্রীমতী সত্যজিৎ সত্যজিৎ	৬৬	মহিলা	সত্যজিৎ	সত্যজিৎ

EMCRP/W26.05, Road ID No.- 422904007

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহীদীতা (সহীদীতা) (সহীদীতা) (সহীদীতা)

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সি. 12: 80 Pp

সি. 13/12/2020

সহীদীতা (সহীদীতা) (সহীদীতা) (সহীদীতা)

সহীদীতা (সহীদীতা) (সহীদীতা) (সহীদীতা)

সহীদীতা (সহীদীতা) (সহীদীতা) (সহীদীতা)

সহীদীতা (সহীদীতা) (সহীদীতা) (সহীদীতা)

সহীদীতা (সহীদীতা) (সহীদীতা) (সহীদীতা)

সি. নং	নাম	বয়স	পেশা	সি. নং	বয়স / পেশা
০১	(সহীদীতা) (সহীদীতা)	৫০	৪০%	১১	৪০%
০২	(সহীদীতা) (সহীদীতা)	৫২	১১	১১	৪০%
০৩	(সহীদীতা) (সহীদীতা)	৪০	৪০%	১১	৪০%
০৪	(সহীদীতা) (সহীদীতা)	৪২	১১	১১	৪০%
০৫	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%
০৬	(সহীদীতা) (সহীদীতা)	২৫	১১	১১	৪০%
০৭	(সহীদীতা) (সহীদীতা)	৬০	৪০%	১১	৪০%
০৮	(সহীদীতা) (সহীদীতা)	২০	১১	১১	৪০%
০৯	(সহীদীতা) (সহীদীতা)	৬৫	১১	১১	৪০%
১০	(সহীদীতা) (সহীদীতা)	২৫	১১	১১	৪০%
১১	(সহীদীতা) (সহীদীতা)	২৫	১১	১১	৪০%
১২	(সহীদীতা) (সহীদীতা)	৪৫	১১	১১	৪০%
১৩	(সহীদীতা) (সহীদীতা)	৩৫	১১	১১	৪০%
১৪	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%
১৫	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%
১৬	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%
১৭	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%
১৮	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%
১৯	(সহীদীতা) (সহীদীতা)	৩০	১১	১১	৪০%

EMCRP/W26.05, Road ID No.- 422904007

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জলবায়ু পরিবর্তনের প্রভাব কমানোর জন্য জলবায়ু পরিবর্তন প্রতিরোধ আইন, ২০০৯

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

12:36 PM

तारीख: 13/12/2020

Improvement of Soil with Organic Matter

સા લિલિલ દાન : ગુણગદ્ય-કવિપુત્ર-શાસ્ત્રી-શાસ્ત્ર, ગુણગદ્ય

nama: Nkhila umur: 07 jenis: perempuan tanggal: 12/07/2018 tempat: Mambasa

आम आदेशाचा क्र. : W 26 (5)

অনুসন্ধানকারী: ড. সত্যজিৎ রায় (অতিরিক্ত ও অধ্যাপক)

କ୍ର.ସଂ	ନାମ	ବୟସ	ପୁରୁଷ/ସ୍ତ୍ରୀ	ସ୍ଥାନ	ସମ୍ପର୍କ / ଡିଗ୍ରୀ
୨୮	ଆର୍ତ୍ତନ (ଆମେ)	୫୦	ପୁରୁଷ	ବୁଝାମାଡ଼ା	ଭ୍ରାତୃମିତ୍ର
୨୨	ଆର୍ତ୍ତନ କନ୍ଧା	୨୦	"	ଆର୍ତ୍ତନାଡ଼ା	ପୁତ୍ର
୨୦	ଆର୍ତ୍ତନ ଆର୍ତ୍ତନା	୧୨	"	ବୁଝାମାଡ଼ା	ଭ୍ରାତୃମିତ୍ର
୨୨	ଆର୍ତ୍ତନ	୭୫	"	"	ଭ୍ରାତୃମିତ୍ର
୨୨	ଆର୍ତ୍ତନ ଆର୍ତ୍ତନା	୭୫	"	ଆର୍ତ୍ତନାଡ଼ା	ଭ୍ରାତୃମିତ୍ର
୨୭	ଆର୍ତ୍ତନ ଆର୍ତ୍ତନା	୭୫	"	"	ଭ୍ରାତୃମିତ୍ର