



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 of Gorakghata - Shaplapur Janata Bazar Road under Additional Financing Package No: EMCRP/AF/W-18

Funded by:



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



Development Design Consultants Ltd.

July 2021

Contents

1. Background of the project:	4
2. Location of Sub project	4
3. Map of Cox's Bazar District with Sub project Location	6
4. Location Map of Existing Sub project	7
5. Methodology:	7
6. Summary of Key Findings:	8
6.1 Summary impacts:	8
6.2 Existing condition of the Proposed Road:	8
6.3. Condition of Existing Road:	9
6.5. Construction induced impact issues:	9
6.6. Construction Yard and requisition of land (if required):	10
7. Consultation:	12
Table: 1: Summary of Consultation Meetings/ FGDs participant's number	12
Table: 2: Summary of Consultation Outcomes	12
Table: 3: Attendance of local community Consultation as follows	14
8. Contractor and Labor Management:	15
Table No 4: No. of labor and total active working days	16
9. Labor and Contractors Management due to COVID-19:	16
10. Traffic Management:	18
11. Monitoring System:	19
12. Grievance Redress:	19
13. Positive impacts by the sub-project:	20
14. Social Management Plan (SMP):	20
15. Recommendations:	29
16. Conclusions:	29
Annex-01: At a Glance Key Findings by Social Screening of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.	29
Description of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED. (According to field visit)	29
Crest / Top width of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED. (According to field Visit)	32
Annex-02: Pictures of Existing View & location of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.	33
Annex-03: Social Screening of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.	34
Annex-04: Screening Findings and Mitigation Measures	42
Annex-05: At a Glance Public Consultation of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.	48

Annex-06: Photographs of Consultation Meeting with Stakeholders of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.	50
Annex-07: Photographs of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.....	52
Annex-08 to 17: List of Participants Attended in a Consultation Meeting of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.	56

Abbreviations

Abbreviations	Descriptions
ARIPA 2017	Acquisition and Requisition of immovable property Act, 2017;
AF	Additional Financing
BC	Bituminous Carpeting
BFS	Brick Flat Soiling
BOQ	Bill Of quantity
CARE	Cooperative for Assistance and Relief Everywhere
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
EMCRP-AF	Emergency Multi-Sector Rohingya Crisis Response Project-Additional Financing
ERP	Emergency Response Plan
ESMF	Environmental and Social Management Framework
FFW	Food For Work
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
NGO	Non-Government Organization
OP	Operational Policy
PDO	Project Development Objective
PIU	Project Implementation Unit
PRA	Participatory Rural Appraisal
RCC	Reinforced Cement Concrete
RF	Resettlement Framework
RRRC	Refugee Relief & Repatriation commissioner
RoW	Right of Way
RPF	Resettlement Policy Framework
SMP	Social Management Plan
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic control plan
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- Additional Financing(EMCRP-AF) financed by World Bank. This project (EMCRP-AF) has been designed in order to reduce the vulnerability of displaced Rohingya people (DRP) along with people from the host communities in all Upazila's under Cox's Bazar District. The main target of the project is to enhance and ensure existing disaster resilience systems and improve the 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 additional financing DPP (Development Project Proposal) there are nineteen work packages have been selected for improving different construction activities, among them seven are road packages. This screening report is being prepared for Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road (package EMCRP/AF/W18) within the host community of Moheshkhali Upazila under Cox's Bazar district following the guidelines of ESMF-AF and RPF-AF (details of the sub project is mentioned below section-2 to understand the required social compliances.

Existing LGED owned Gorakghata - Shaplapur Janata Bazar Road will be widen under this sub-project. In 1980, Government of Bangladesh took the initiative to develop rural connectivity by the assistance of CARE & FFW undertaken by LGED as Growth Centre Connecting Road (GCCR). Hence, LGED has taken all the liability and has been build ownership to improve and maintenance of the road. On an average existing road is five meter width with 1 meter empty spaces both sides of the road. The existing road sections are mixed of BC, HBB & RCC with very poor condition. During disaster and rainy season local peoples are unable to use this road due to muddy and potholes and in adequate width. Even vehicles could not ply along the road securely. So, peoples are facing difficulty to move along the road. For uninterrupted traffic movement and public safety as well as greater interest of the local community, this road shall be improve immediately with 5.5 meter width. It is confirmed that the proposed road will be improved along the existing alignment with average 5.5-meter width including 0.6 meter both side slopes entirely owned by government land. However, LGED with the support of D&SC team has been conducted social screening survey following the guidelines of ESMF-AF and RPF-AF, and results indicates that no trees, structures, community properties or any other assets will be affected by the implementation of the sub project. So, land acquisition and population displacement/relocation of habitants, shop and trees cutting shall not be needed to implement this sub project. So, RAP preparation may not require during this feasibility stage. During the detailed design stage, LGED will again conduct detailed screening to confirm whether this sub-project affects any trees, crops, structures or any other assets.

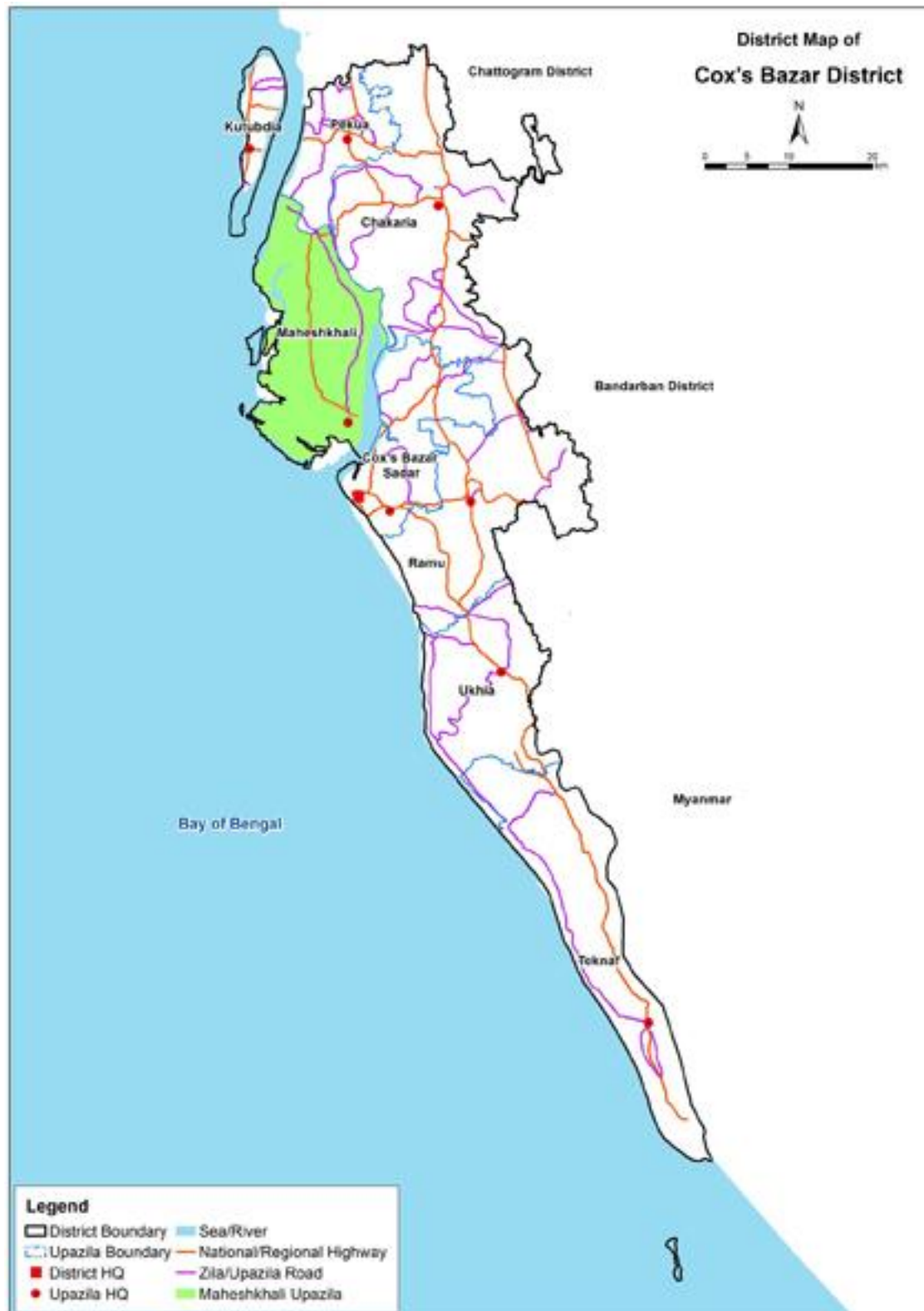
2. Location of Sub project

Name of District	Name of Upazila	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Name of Union	Name of Village	Average Crest/Top width 4.3 meters & both side slope 0.6 meter)				Within the Host Communities (Meter)	Intervention Types
							Left slope	Crest/To	Right	Total		
Cox, Bazar	Moheshkhali	EMCRP/AF /W-18	Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road by	25000	Moheshkhali Pourashava, Choto Moheshkhali Union, Shaplapur union Kalarmarc	Moklesur Rahaman Para Gorkghata Bazar Para Thakurtala ,Dhelpara south Norbila, Lombaghona, Shipahipara , Uttar Kul	0.6	4.3	0.6	5.5	25000	Existing [Broken Bituminous Carpeting (BC), Reinforced Cement Concrete (RCC) &

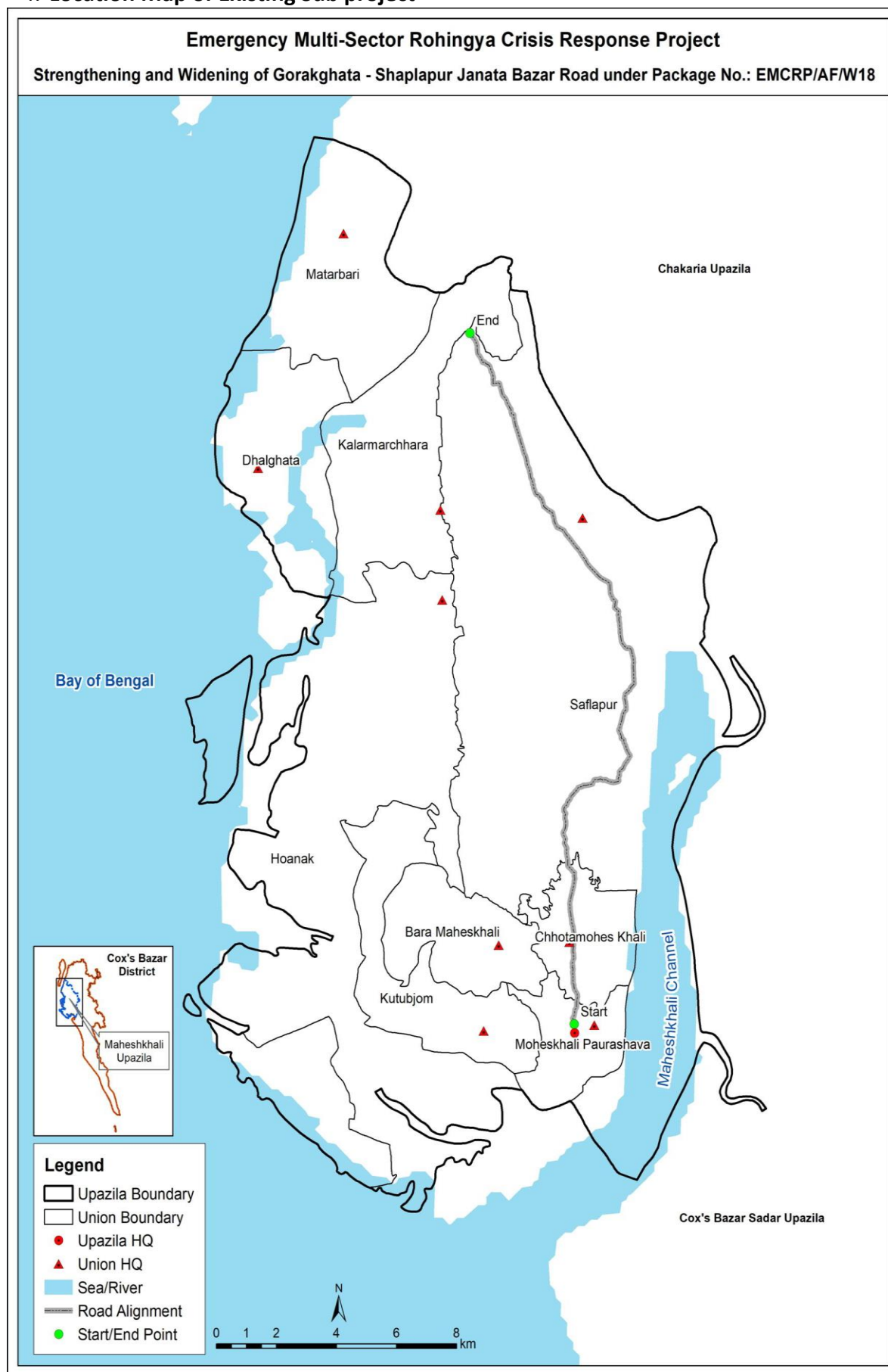
		Bituminous Carpeting (BC) from Ch. 00 to Ch. 25000 m & Road ID: 42249200 1		hara Union	Bashira khola,umboniap ara Dakkhin Kul, Maizpara Ahmodia kata, Mudir chara, Uttar Shaitmara,Mod dham haitmara, Dakkhin Shaitmara Jamir Chari, Baria chari Mitha Chari, Moulvi Kata Ghona para, Ghona Para Uttar para, Hindupara Pacchhim Para, Mogh Para Monipur, Chachimarpara Purbo Napit para,Dharmukh, Shatgharpara Pui chari para, Dhila chari,Jahida Ghona, Fakir vita Mukhbeki, Budharpara Mogh Vita, Noapara Baro Kholapara,Khus hira Para, Sadekerkata, Nona Chari, Natunpara, Murong Ghona, Baria Para, Kaidabad, Dineshpur Carebanna Para, Eitkholapara, Kutubdiapara Uttar Nalbila, Chaliatoli						Herring Bone Bond (HBB) road will be strengthe ning and widening by Bituminou s Carpeting (BC)).
--	--	--	--	------------	--	--	--	--	--	--	---

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

3. Map of Cox's Bazar District with Sub project Location



4. Location Map of Existing Sub project



5. Methodology:

A team consisting of a design & supervision consultant visited the package EMCRP/AF/W18 and conducted focus group discussion (FGD) with relevant stakeholders and participated in formal and informal meetings with the local communities before the screening conducted. Local LGED representatives provided necessary support to the screening survey team. A structured questionnaire was used to obtain necessary primary data relating to population, household, land acquisition requirement, land ownership, losses of land, assets and other factors. Further information was gathered through interviews of key informants and most importantly stakeholder consultation meetings through a FGD approach to capture the communities' opinion and feedback about the sub-projects.

6. Summary of Key Findings:

6.1 Summary impacts:

Project team along with members of the consulting firm visited the entire 25 km road alignment to conduct the meetings and conduct the screening. Team has conducted detail consultations with different stakeholders including the local community peoples and shop owners to confirm the ownerships of the land for the proposed sub-project. Screening report also confirms that proposed sub-project will not affect any structure, trees or any other assets. All the road side business owners including the road users are being consulted and all of them in favor of the project.

However, there are possibilities of construction induced impacts. Construction activity may create traffic due to the road closer which may cause indirect impact on the roadside business.

As the construction activities will be constructed in different packages, it is expected that subproject may not require huge land for the stake yard. Existing LGED/GoB empty land will be used to keep the construction materials.

Labour is very scarce in this locality because of the movement restrictions imposed due to COVID-19 pandemic. Contractors who are working in other road in LGED have reported that they were facing a shortage of labour in all on going sub projects and accusing reason for delays in ongoing construction works. It may cause delay of work. Non-technical labour's are available in this locality, only technical labour needs to hire from outside. In particular, female participation in the construction work at the rural levels is extremely poor. As such, the Labour influx and GBV will not be created any problems during construction.

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 Road:

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

EMCRP/AF/W-18 Gorakghata - Shaplapur Janata Bazar Road within the host community of Moheshkhali Upazila under Cox's Bazar district and present condition of this road is various categories such as RCC/HBB/BCs are in a poor conditions and narrow width. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use some portion of the roads due to muddy and potholes. Even vehicles could not ply along the road. The community expressed that if road is 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 this sub-project. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the road alignment is found empty. Structures, trees, community properties or any other assets will not be affected by the sub-project. 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:

In 1980 decade government of Bangladesh took the initiative to develop rural connectivity by the assistance of CARE & FFW undertaken by LGED as Growth Centre Connecting road (GCCR). Hence, LGED has taken all the liability and has been build ownership to improve and maintenance. Width of the road is 7-8 meter respectively. Earlier several LGED projects were developed this road part by part and hugs number of motorize & non-motorized vehicles are plying along the roads. Existing condition of proposed sub project is poor BC, poor HBB and poor RCC. Due to muddy and potholes through the road is currently unusable during rainy season. Local community and users have informed the survey team that, in rainy season/foggy condition/dry season many accidental incidents has been occurred; especially sick and pregnant women are facing difficulty to passing along the road due to potholes in different section of the road. Detail in Annex-3.

6.4. Users Opinion:

Here it is mentioned that various kind of permanent & temporary shops are in business and residential houses thoroughly both side of the road. Eleven (11) hat-bazar is situated in 7 - 250 meter away from the road respectively. Those are Kaidabad Bazar, Sadekerkata Bazar, Mithachori Bazar, Zamer Chari Bazar, Shaplapur Bazar, Gaitmara Chaina Market, Gatemara Nokia Market, Choto Moheshkahali Bazar, Shaitmara Bazar, Goragghata Bazar, Janata Bazar and also 7 meter away from the top and out of impact. So, it does not need any replacement and relocation. Additional hire land also not necessary for contractors to keep construction materials because of enough vacant government space both side of the road.

Nine (9) consultations have been conducted with road users, beneficiaries and government-non governments and elected local government representatives such as Upazila Engineer, UNO office, Agriculture, Education, DPH representative, election commissioner office, fisheries office, Political leaders, elite persons, Imam of nearby mosque, transport divers, local people, local businessmen, village Ansar and limited number of women's were attended in consultations. In view of consultation with road users and community it has revealed that, after Strengthening and widening of this proposed road the transportation system's efficiency will increased at servings 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 etc.

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 road, movements of heavy vehicles for carrying construction materials may cause damage of road or assets. If any damages are reported, LGED will ensure consultations with union Parishad and local communities along with contractors and host focal persons to take mitigation measures according to ESMF and RPF.

As experience from the other ongoing subproject works we are not expecting any construction related

impacts will be migration of labors to the construction work of this sub project.

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 road. In the event that, in case of contractor needs additional land for the construction yard and no government land are available, then land can be rented from the private landowners for a certain period following

, the principle of Acquisition and Requisition of Immovable Property Act 2017 (ARIPA). 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 (Borgadar) under a legally constituted written agreement, the law requires that compensation money be paid in cash to the tenants as per the agreement. Under no circumstances, land requisition is not allowed due affecting residential and community properties. However, under section 20, requisition is only allowed for emergency road repairing. Any losses for structures, trees, and business will follow the provisions of ARIPA 2017.

6.7. Road Connectivity & Feature Benefit:

The proposed road will be connected with the nearby existing BC road. The main Strengthening and widening target of the road 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 this road, 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 improvement has of enormous consequences in accessibility to the

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

- The social team have been consulted the local peoples regarding direct and indirect employment generation opportunity pattern for both male and female at this area. The team has also focused the feature changes in creation of employment and generation of household income, thus to bring changes in socio-economic conditions of the people, family and society. Also develop level of awareness.
- Poverty Situation in Bangladesh and Poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The Government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure approach of social safety net.
- The World Bank 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, 11uncertain 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:

Social screening report has identified sufficient vacant government land is available through the alignment for r the road construction sites for establishing temporary facilities by the contractor, such as contractor labor shed with adequate facilities, materials stack yard and store etc. Hence, the contractor can arrange land for temporary works from outside of the alignment. At the road sites where work will begin soon, LGED will look after in case of private land need for contactor construction yard and the owners are adequately compensated following the guideline of ARIPA 2017 for avoiding undue influence or force. LGED will follow up the matter and ensure validation of documents. After completion of tender processing and when contractor will start the construction work then real needs will be identified. In accordance, necessary steps will be taken.

In addition, the contractor will make sure walkways are clearly marked with signage as a walkway. All walkways shall be provided with good conditions with ease of movement and adequate space. See details in Annex-4.

7. Consultation:

Consultation involves interaction with relevant stakeholders to inform them about the sub-project. 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 project.

A total Seven (7) consultation meetings have been conducted with road users, beneficiaries and government-non governments and elected local government representatives such as Upazila Engineer, UNO office, Agriculture, Education, DPH representative, election commissioner office, fisheries office, Political leaders, elite persons, Imam of nearby mosque, transport drivers, local people, local businessmen, village Ansar/police and limited number of women's were attended in consultations. Total 136 numbers participants were attended in the consultation meeting shown in table -1. Several consultation meetings organized in different section of the 25 KM road length of the sub project. In addition 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. Eighteen (18) participants (Union Parishad Chairman & Members) and one hundred four (104) numbers local stakeholders (Host Communities) were attended the consultation in deferent places from 17-19 March 2021 and provided their valuable opinions/suggestions/feedbacks incorporated in the report on May 2021. Females are very reluctant to attend in a public consultation due to conservative minded. Category wise participants list with date, summery 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	17/03/2021	Upazila level government officials, local government and civil societies, Agriculture representative, Family Planning officer, DPH representative.	14	0	14
2	16/03/2021 & 18/03/2021	Union Parishad Chairman & members	12	06	18
3	16/03/2021, 17/03/2021, 18/03/2021 & 19/03/2021	Local Stakeholders (Host Communities), road users & beneficiaries, Imam of nearby mosque, transport divers, local people, local businessmen, village Ansar and limited number of women's.	99	05	104
Total participants =			125	11	136

Table: 2: Summary of Consultation Outcomes

Issues	Questions Raised by	Opinion and questions	Reply from LGED
Compensation	local government and civil society's	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	Imam-Muazzem of nearby mosque, local people, local businessmen and	Have any Vulnerable HHHs/Severely	If vulnerable HHHs are identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHHs

Issues	Questions Raised by	Opinion and questions	Reply from LGED
	Road users	affected HHs along the alignment	members as unskilled labor during construction if they wanted to.
Improvements of local business facilities	Businessmen and Road users	Local Business facilities will be increased after road development?	Yes, after road development economic transaction as well as business related communication will be increased, which will contribute the national economy.
Grievance redress committee	Union Parishad Chairman & members road users & beneficiaries transport divers people, local businessmen local government and civil society's,	If we have any grievances, what are the processes to raise the grievances?	Meanwhile LGED has established a well-organized 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 and construction sites.
structure	Businessmen and Road users Union Parishad Chairman & members	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 and ESS5.
land	Union Parishad Chairman & members Upazila level government officials, local government and civil society'	Except RoW any additional land will be required?	Sub project will be implemented with existing road. So, additional land will not be required for RoW. Additional land may be required for the construction yard. However, the construction yard will be chosen from the government land.
livelihood	Union Parishad Chairman & members and civil society's	Livelihood will be hampered?	Livelihood will not be hampered yet to date.
CPR	Union Parishad Chairman & members Imam of mosque	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	Union Parishad Chairman & members Agriculture representative local people, local businessmen	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	Local people, local businessmen	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

Issues	Questions Raised by	Opinion and questions	Reply from LGED
			the proposed RoW. If they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Union Parishad Chairman & members, local people, local businessmen.	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for daily local skill and unskilled labour.
Road safety	Upazila level government officials, civil society's, Union Parishad Chairman & members	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	Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road.	16/03/2021	Dagh Banglar Moar, Moheshkhali Municipality.	16	0	16	<p>The following issues were discussed during the consultation meeting with community and Institutional stakeholder;</p> <p>1. Who will responsible/ coordinate with construction work?</p> <p>2. Who will monitor the activities?</p> <p>3. Will ensure Safety issues within construction area?</p> <p>4. Asked about GBV or other harassments.</p> <p>5. Have any scopes to entry any grievances?</p>	<p>LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team also be responsible for coordination and monitoring of the progress of all aspects.</p> <p>Health and safety training shall be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact.</p> <p>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.</p> <p>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.</p> <p>No land acquisition will be required as road will be improved on existing</p>
		DO	Front of Jagannath Pharmacy, Chowraster Moar, Thakurtala	12	0	12		
		DO	Soto Moheshkhali Union Parishad Complex premises	11	3	14		
		17/03/2021	Upazila Engineer's Conference room, Moheshkhali	14	0	14		
		Do	In front of Jamir Store, Kaidabad Bazar, Shaplapur	15	0	15		
		Do	In front of Tohid Store, Kaidabad Bazam, Shaplapur	08	0	08		

		Do	Beside of Sadekerkata Mosque, Shaplapur	7	3	10	6. During construction to need additional private land for temporary basis?	alignment, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work.
		18/03/2021	Shapalpur Union Parishad Conference room	26	5	31	7. Livelihood of local people will be hampered?	No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work.
		19/03/2021	Imran store, Chliatoli, Kalrmarchara	16	0	16	8. Have any scope for local labour? 9. Road will be blocked during work	Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.
Total participants =				125	11	136		

The key outputs of stakeholder consultation meeting are (See Annex-16 to 24):

1. Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding this sub-project 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-project.
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 the GBV is not occurring at the working site.
13. Ensuring adequate precautions about COVID 19 during construction work.

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 meeting 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, 50 Labors (skill-13 and unskilled-37) may be generated during construction work for the sub projects at least 270 active working days (see table -4 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, labors 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.

Labour is very scarce in this locality because of the movement restrictions imposed due to COVID-19 pandemic. Contractors who are working in other road in LGED Cox's Bazar have reported that they are facing a shortage of labour in all on going sub projects and accusing reason for delays in ongoing construction works. Non-technical labour's are available in this locality, only technical labour needs to hire from outside. In particular, female participation in the construction work at the rural levels is extremely poor. As such, based on EMCRP experience we expecting the Labour influx and GBV will not be created any problems during construction.

Table No 4: No. of labor and total active working days

Package & Road ID No.	Name of Subproject	Length (Km)	Tentative Per day labor (No)			Days	Total active working days
			Skill	Un Skilled	Total		
Package Number: EMCRP/AF/W18 & Road ID: 422492001	Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 25000m.	25.000	13	37	50	270	13500
Grand Total =		25.000	13	37	50	270	13500

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

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

traffic movement by providing a traffic officer who will use traffic signs during construction work. The cost of alternative way is included in BOQ.

11. Monitoring System:

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

12. Grievance Redress:

The EMCRP has formally formed a grievance redress committee of 07 members consisting of the Upazila Engineers of each of the concerned Upazila, Office of the Executive Engineers and LGED HQ label respectively. In addition, Project Director has sent a request letter on 8th August 2021 to respective Upazila Engineer and Executive Engineers Cox's Bazar for the formation of GRC in newly included Upazila label and ward /Union label GRC. However, union & ward label GRC formation depends only which union/ward will be crossed the sub project and subject to completion of sub project design. It is confirmed that before start of construction work LGED will be formed remaining GRC accordingly. A grievance register is maintaining at each Upazila and communities. Community members are encouraged to present any complaints to Upazila and Union level GRC and women are encouraged to complain at their place of convenience, which are given to the GRC to resolve.

In addition, the PMU will be using contact details displayed on the Environmental and Social signboard and details stated in GRC leaflet, which disclosed within projects area.

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

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

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

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

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

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

Third level (District level GRC): If the grievances remain unresolved at LGED Executive Engineer's Office

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

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

			lity	
Loss of land / and other physical assets	<ul style="list-style-type: none"> No land acquisition will be required as road will be improved on existing alignment which entirely Government land. No additional land will be required to construct the roads. 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. LGED expecting no grievances will be found from the neighboring in the sub projects regarding acquisition. If we found grievance from outside of the sub project, we will consult on emergency basis in order to solve the relevant problems. 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU and D&SC
Loss of livelihood	<ul style="list-style-type: none"> Due to Rohingya influx, host communities' daily income may be reduced severely (Not affected by proposed Sub-project). Contractor need to engage local labor as priority (both skilled and unskilled) at their construction work as good number of unskilled workers would be required. Woman labor shall get priority at the time of labor recruitment. During construction work social safeguard compliance will be maintained properly by the contractor. 	Pre-Construction stage	PIU & Contractor	Social Development Specialist, Environmental Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of Business	<ul style="list-style-type: none"> Based on Social Screening no business will be affected. Cash compensation equivalent replacement value of structure (or part of structure) will be compensated in case of affected. 	Pre-Construction stage	PIU & Contractor	Social Team and PIU
If residential Households are Affected?	Based on Social Screening no residence will be 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"> Based on Social Screening no trees will be affected. If affected, 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 have consulted and separate community level consultation meeting have been conducted. No HH will be affected. 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 have been informed about the GRM and to be ensured their membership as a member of GRC where necessary. 	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 will be avoided. In some cases, protection wall/guide wall will be ensured to construct 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 	Pre-Construction stage	PIU	Social Development Specialist, Environmental Specialist and

	<p>on water bodies and natural flow paths.</p> <ul style="list-style-type: none"> 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. 			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 will be ensured to the community. Child labors are not allowed for any form of activities Site(s) shall be secured by fencing and by fencing and ridge (if needed). <p>Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all work place equipment.</p> <ul style="list-style-type: none"> Must 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. 	Construction stage	Construction Contractor	
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 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

	<p>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.</p> <ul style="list-style-type: none"> • 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 English language. 			
Increase diversion in road accidents	<ul style="list-style-type: none"> • The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment. • The movement of heavy machinery and equipment shall be restricted to defined routes. • Proper signs to be displayed at 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/BC/HBB roads	<ul style="list-style-type: none"> • Awareness building program will be taken on social safety matters through providing training from the project before commencement. • At the same time, compliance will be ensured by the contractors. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
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 shall 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. 	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"> • All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • Provide 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. 			
--	---	--	--	--

	<ul style="list-style-type: none"> • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks. • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. • Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills. • Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability etc.), provide the lowest vibration tools that are suitable and can do the works. • Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions. • Regular noise exposure assessments and noise level surveys of noisy areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary. • Awareness training sessions will be established and provided to all personnel involved before or 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 			
--	---	--	--	--

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

15. Recommendations:

Disclosed of all relevant sub project construction information during the consultation time with the concerned communities and stakeholders have been done. . Based on screening outcome, RAP preparation is not required to implement this sub project due to sufficient government land, on the basis of social screening it is confirmed that, any kind of land cum social impact will not be occurred due to sufficient (7-8 meter) existing width, where subproject needs only 5.5 meter width.

The involvement of relevant stakeholders in the sub-project (road) implementation process will help to create 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 road will undergo a short orientation course (to be organized by the contractor) on necessary awareness, motivation and compliance of their assigned responsibilities properly.

16. Conclusions:

Land acquisition will not be required for improve 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 during the construction period. Additionally, the proposed sub project is not expected to affect any community/Common property/cultural center /archeological properties. Hence, sub-project implementation is not expected to generate any significant negative social impacts.

The social benefits of this sub-project are diverse. Through the implementation of the sub project, direct and indirect employment will be generated through the engagement of construction work, which will positively impact the local community and national economy. The project will also require a good number of unskilled workers that will also be taken from the local community which also contribute to the local economy. People are expected to introduce modern health facilities for all the living habitant's specially 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 proposed sub-project is safely and highly recommended.

Annex-01: At a Glance Key Findings by Social Screening of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.

Sl #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
01	Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 25000m.	Package Number: EMCRP/AF/W18 & Road ID: 422492001	BC Road	Moheshkhali Upazila in Cox's Bazar district	25.00	Government land	No	No	No	No	No	Done	Recommended for implementation

**Description of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.
(According to field visit)**

Sl #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
1	Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road by	Package Number: EMCRP/AF/W18 & Road ID: 422492001	Moheshkhali Upazila	Latitude Value: 21°31'16.7" N Longitude	Latitude Value: 21°42'41.4" N Longitude Value: 91°56'05.2" E	-	25000	16/03/2021	2.30 PM	Soto Moheshkhali 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

Bituminous
Carpeting (BC)
from Ch. 00 to
Ch. 25000m.

Value:
91°57'57.1"
E

18/03/2021	10.30 AM	Shaplapur union Parishad	Local government Representatives (Union Parishad Chairman & members)
16/03/2021	10.00 AM	Sub-Project Area	Local Stakeholders (Host Communities)
DO	11.15 AM	DO	DO
DO	02.30 PM	DO	DO
17/03/2021	11.55 AM	Sub-Project Area	Local Stakeholders (Host Communities)
DO	12.30 PM	DO	DO
DO	02.30 PM	DO	DO
18/03/2021	10.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)

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.

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

Local Stakeholders (Host Communities): -

- Host communities are main stakeholders are main driving

								19/03/2021	03.30 PM	Sub-Project Area	Local Stakeholders (Host Communities)	<p>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;</p> <ul style="list-style-type: none"> • 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.
--	--	--	--	--	--	--	--	------------	----------	------------------	---------------------------------------	---

**Crest / Top width of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.
(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	Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road by Bituminous Carpeting (BC) from Ch. 00 to Ch. 25000m.	Package Number: EMCRP/AF/W18 & Road ID: 422492001	Moheshkhali	0.6	4.3	0.6	5.5	

Annex-02: Pictures of Existing View & location of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.



Annex-03: Social Screening of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

Gorakghata - Shaplapur Janata Bazar Road will be Strengthening and widening by Bituminous Carpeting (BC) from Ch. 00- 25000m. Based on field survey, this proposed road is at present broken Bituminous Carpeting (BC), broken Herring-Bone-Bond (HBB) & broken Reinforced Cement Concrete (RCC). It will be improved (Strengthening and widening) on existing alignment which is situated under Moheshkhali Pourashava, Ward # 03, Soto Moheshkhali union, Shapalpur union and Kalarmarchara union of Moheshkhali Upazila under Cox's Bazar District. The directly benefited villages along this road are Moklesur Rahaman Para, Baro Rakhain Para, Gorkghata Bazar Para at Moheshkhali Pauroshava, Thakurtala, Dhelpara, south Norbila, Lombaghona, Shipahipara, Uttar Kul, Dakkhin Kul, Bashira khola, umboniapara, Maizpara, Ahmodia kata, Mudir chara at Soto Moheshkhali union, Uttar Shatmara, Moddham Shaitmara, Dakkhin Shaitmara, Uttar pra, Noapara, Dharmukh, Jamir Chari, Baria chari, Hidupra, Mitha Chari, Mogh Vita, Moulivi Kata, Ghona para, Pacchhim Pra, Mogh Para, Monipur, Chachimarpura, Purbo Napit para, Shatghrapara, Fakir vita, Pui chari para, Dhila chari, Jahida Ghona, Mukhbeki Budharpara, Ghona Para, Baro Kholapara, Khushira Para, Sadekerkta, Nona Chari, Natunpara, Murong Ghona, Baria Para, Kaidabad, Dineshpur, Carebanna Para, Eitkholapara, Kutubdiapara at Shaplapur Union & Uttar Nobila, Chaliatoli at Kalamerchara Union respectively. Gorakghata Shaplapur Road of Moheshkhali Upazila is divided into the following areas (In lengths):

Name of Road	Pauroshava/Union	Lengths (Meter)
Gorakghata Shaplapur Road	Moheshkhali Pauroshava	238
	Soto Moheshkhali Union	9000
	Shaplapur Union	14000
	Kalarmarchara Union	1762
Total Length of Road =		25000 meters

This road has started to be opposite site to Shamshu Store at Dakbangla Moar of Gorakghata-Kalarmarchara-Badarkhali R&H Road in Maheshkhali Municipality stretching 25000 meters from South side to North side and the last end has merged into the same road. From the Starting to the end of the proposed road, there are several roads connected in this road such as 01. Adinath Mondir connecting road, 02. Baruna Ghat connecting road, 03. 47 no. Adinath GPS to Telipara connecting road, 04. Soto Moheshkhali-Shipahipara GPS connecting road, 05. Shipahipara connecting road, 06. Mudir Chara connecting road, 07. Amtoli connecting road, 08. Umbonia Para connecting road, 09. Uttarkul Freedom fighter Basa Miah connecting road, 10. Itkholapara-Karabunia Para (Amir Hamza) connecting road, 11. Fakirakata connecting road, 12. West Baria Para connecting road, 13. Morong Ghona connecting road, 14. Adarsha gram connecting road, 15. Mukhbeki Natun Para connecting road, 16. Mukhbeki Asrayan Prokalpo connecting road, 17. Duila Chari connecting road, 18. Satghar Para-Sadeker Kata connecting road, 19. Chachingmar Para-Monipur connecting road, 20. Shaplapur-Hoanok connecting road, 21. Pachimpara-Gonar Para-Moulolikata connecting road, 22. Jamghat-Kalamar Chara Dhala connecting road, 23. Jamir Chari-Bolaikata connecting road, 24. Pacchim Shatmara connecting road, 25. South Saliatali connecting road 26. North Saliatoli connecting road. Starting point GPS Coordinates: Latitude Value: 21°31'16.7" N & Longitude Value: 91°57'57.1" E. Matamuhuri River is eight hundred meters away from this road. A large Number of host community people are expected to be benefitted by implementation of the sub-project directly.

There are some important socio-cultural, archaeological and religious components along the road length (within 01 km.), including are at east side Dagha Bangla (50m), Family Planning office (60m), Buddhist temple (150m), Bakkhali Khal (900m), Bermis GPS (170m), Food warehouse (180m), Gorakgha Forest Bit (100m), Buddhist crematory (100m), Ice mill (120m), Upazila Freedom fighter Complex (100m), Adinath Mondir (1000m), Buddhist temple (910m), Buddhist crematory (920m). Hazrat Shahajalal (ra.) Hafezia Orphanage / Cemetery (5g), Soto Moheshkhali Union Parishad (10m), Shamdhari Khal (5m), Mudir Chara Hill (800m), Maizpara Adarsha Village (150m), Shahismunna Jame Mosque/ Kaumi Madrasa (5m), Asattali Khal (5m), Omar Bib Abdul Aziz (Ra.) madrasa, Hefzokhana & Orphanage (800m), Bashirapara Mosque (5m), Moheshkhali Channel (500m), Dineshpur Kutubdiapara Hazrat Osman Jin Nurain (Ra.) mosque & Nurani Madrasa (20m), Dineshpur Ashrayan Project (10m), Embankment (100m), Dineshpur CCDB Bhaban (5m), Dineshpur Baitul Aman old Mosque (5m), Kaidabad Bazar(5m), Kaidabad Ashrayan (450m), Kaidabad GPS (5m), Murang Ghona Bill Community center(5m), Buderpara Graveyard (10m), Sadekerkata Bazar (5m), Buderpara Gussagram (460m), Buderpara Girl school (10m), Shaplapur High School (20m), Shaplapur Alim Madrasa (10m), Shaplapur Land office (10m), Shaplapur Union Parishad office (10m), Moulobikata Mosque (5m), Mithachari Bazar (5m), Baria Chara Mosque & Graveyard (10m), Jamer Chari Bazar (5m), Noapara-Jamghat Kaumi Madrasa (5m), Jamghat CCDB Bhaban (300m), Jamghat GPS (300m), Jamghat HS (305m), Mobile Tower (300m), Shaplapur Junior Girls High School & Model Academy (100m), Shaplapur GPS (10m), Shapalpur Bazat (5m), Ghonerpara Mosque (5m), Moulobhikata Anar Ali Shah Atimkhana, Hefzokhana & shrine (50m), Mithachari Bazar (5m), Jamer Chari Bazar (5m), Jamer chari Palli Biddut Sub-station (15m), Jamghat River Nadi Bandh (200m), Ghaitmara GPS (10m), Ghaitmara Dakhil Madrasa & Mosque (10m), Ghaitmara China Market (5m), Ghaitmara Nokia Market (50m), 12 No. Hill (10m), Shaplapur crematory (10m), Shaplapur Launch Ghat (900m), Mithachari North Para Mondir (80m), Shaitmara Residential Model School (50m), Madrasa Eiyah Ulumiddin (Ra.) Chaliatoli Central Jame Mosque (5m), Badarkhali Bridge (80m), Chaliatoli GPS (50m). At west side Moheshkhali Model GPS (200m), Adarsha High School (210m), Government Girl's School (300m), Veterinary Hospital (100m), Baruna Ghat Khal (10m), Upazila High School Mosque (22m), Upazila Central Jame Mosque & Graveyard (350m) North-west, Moheshkhali Than (800m), Upazila Forest office (380m), Upazila Health complex (450m), Moheshkhali Degree College (600m), Judicial Court (150m), Baitul Falha Jame Mosque (5m), Dailpara Baitul Mamur Mosque (50m), Baro Graveyard (350m), Telipara mosque (5m), South Nalbil prubo para Baitul izzat mosque (5m), Eusufpur Government primary school (500m), South Nalbila purbopara Mosque (5m), Kalamiah Balipara Mosque (30m), Soto Moheshkhali Adarsha High School (30m), Southkul Baitul Mamur Mosque (5m), Soto Moheshkhali Southkul Mazerpara Mosque (10m), Soto Moheshkhali GPS (30m), Uttarkul Soto Moheshkhali Mosque (50m), Uttarkul Graveyard (5m), Baitul Izzot Zame Mosque & Hefzokhana (5m), Shikderpara Mosque (5m), Mudirpara Forest Bit office (10m), Jannatul Ferduos Mosque (5m), Dineshpur GPS (5m), Dineshpur Baitur Aman Mosque (10m), Dineshpur Graveyard (15m), Mouluvipar Baitur Rahman Mosque & Nurani Madrasa (10m), Dineshpur Forest Bit office (10m), Kaidabad Bazar Mosque (5m), Kaidabd Community Clini (50m), Mobile Tower (10m), Kaidabad Islamia Dakhil Madrasa & Graveyard (100m), Bariapara Natun Jame Mosque (10m), Bariapara old Mosque (30m), Murang Ghona Mosque (40m), Sadarkata Nabtadia Mosque & Madrasa (10m), Sadekerkata Mosque (5m), Sadekerkata Mosque (10m), Mukhbeki GPS (10m), Buderpara Mosque & Graveyard (15m), Jahida Ghona Mosque (10m), Satghar Para Mosque (7m), Shapalpur Bazar (5m), Shaplapur Family Planning office (40m), Forest Office (50m), Gunerpara GPS (800m), Fakirakata Mosque, Hefzokhan & Orphanage (300m), Sadekerkata Shatantra EbtedaiMadras (5m), Jubaiba Mosque (10m), Mukhbeki Nurani Hafezia Madrasa & orphanage (150m), Mukhbeki Budharpara Mosque (10m), Jaidaghona Mosque (10m), Jaidaghona uttarpara Mosque (5m), Shaplapur Bit office (15m), Mithachari Bazar (5m), Jamerchari Bazar (5m), Shatmara Hamedia orphanage & Hefzokhana (15m), Shaitmara China Market (5m), Shaitmara Nokia

Market (5m), Shaplapur Napitpara Durga Mondir(20m), Monipur Hori Mondir (18m), Monipur Loknath Mondir (1000m), Mitha Chari Mondir (20m), Mitha Chari Graveyard (50m), Abdullah Bagh Jame Mosque & Graveyard (300m), Satgharpara Graveyard, Mosque & Hefjokhana (200m), Shaitmara Graveyard (30m), Kalamia Showdaghar Mosque & Graveyard (800m), Mohammad Nagar Islamia Azizul Alam Mosque & Madrasa (800m), South Chaliatoli Natunpara Mosque (10m), Mobile Motorb(25m), North uttorbila Secondary school (150m), Uttar Norbila GPS (500m) North-West, Shikortoli Jame Mosqur (800m), Fulerziri Mosque (500m), Gudampara Mosque (10m), Chaliatoli Baro Graveyard (200m), Kuhelia River (1000m). At south side Upazila Head quarter (350m), Shikdarpara GPS (400m), Gorakghata Bazar (250m), Gorakghata Bazar Mosque (300m), Post office (300m), Land office (100m), Palli Biddut office (100m), BRDP office (300m), Fishery office (300m), Sub Register office (320m), Sonali Bank (400m). At North side Salt field (30m), Fish Project (500m), Matamuhuri River (800m). 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:

Gorakghata-Shaplapur Janata Bazar Road is categorized as a Upazila road and improvement with Bituminous Carpeting (BC) options from Ch. 00 - Ch. 25000m. Ending point GPS Coordinates: Latitude Value: 21°42'41.4" N & Longitude Value: 91°56'05.2" E.

Package summery works of proposed road are mentioned below;

- Improvement of Gorakghata-Shaplapur Janata Bazar Road by BC work (Strengthening & Widening) from Ch. 00-25000m.
- Construction of 2 no's 1 vent 4.50 X4.50 m RCC Box Culvert at Ch. 9166m & Ch.17505m.
- Construction of 2 no's 1 vent 3.50 X 3.50m RCC Box Culvert at Ch. 15618m & Ch. 21468m.
- Construction of 4 no's 2- vent 2.50 X2.50m RCC Box Culvert at Ch. 7675m, Ch.13150 m, 15767m & 24272m.
- Construction of 1 no's 1.00 X1.00 m RCC Box Culvert at Ch. 23044m.
- Construction of 4 no's 2.00 X2.00 m RCC Box Culvert at Ch. 6521m, 14682m, Ch.15233 & 22560m.
- Construction of Protective works at Ch. 0+00 - 25+100km.
- Construction of 6 no's 1.50 X1.50 m RCC Box Culvert at Ch.4834m, 10542m, 21585m, 21691m, 21825m & 21926m.
- Construction of L- Drain & U- Drain approximately 99.339m at Ch. 0+00 - 25 +100km.
- Earth Filling Works approximately 30636.047m at Ch. 0+00 - 25 +100km.
- Construction of Road Safety & Environmental Mitigation work on Gorakghata-Shaplapur Janata Bazar Road

Important Features of Sub-project Location	
Road ID	422492001
Package No:	EMCRP/AF/W18
District	Cox's Bazar
Upazila	Moheshkhali
Municipality & Ward	Moheshkhali pauroshava Ward # 03
Union & Ward	Soto Moheshkhali, Ward # 04, 05, 06, 07, 08 & 09
	Shaplapur & Ward # 01, 02, 03, 04, 05, 06, 07, 08 & 09

		Kalarmarchara & ward # 01	
	Proposed Chainage	25000m	
	Starting Point distance from Upazila Head quarter	350m	
	Present Condition of Road	Broken Bituminous Carpeting (BC), Broken Reinforced Cement Concrete (RCC) & Herring Bone Bond (HBB)	
	Road Type	Upazila Road	
	Proposed Intervention Type	Bituminous Carpeting (BC)	
	Road Starting Point Coordinates	Latitude Value: 21°31'16.7" N Longitude Value: 91°57'57.1" E	
	Road Ending /Point Coordinates	Latitude Value: 21°42'41.4" N Longitude Value: 91°56'05.2" 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 Gorakghata-Shaplapur Janata Bazar Road have no located historical sites were found. There are not required to relocate local community. There are many socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.			

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: There are available skilled and unskilled work forces in the project location. No foreign workers will be needed for the remaining of the project. If contractors have need then some skilled workforces may be hired from the outside. In construction work approximately 500 skilled and unskilled workforces are expected to be required for the construction work. Among them 125 will be skilled and 375 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?</p>

	<p>Answer: Unskilled labor is available and some skilled in this area; So, If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>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 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 are near about 88593. Male-51383 and Female-37210. Total Households are near about - 17718.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: All the people in this proposed sub-project are local communities. So, no Rohingya people lives on the side of the proposed road. The Rohingya camp is 25 km far away from the project location.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: Outsiders so frequently visited in this project location. The existing alignment, people use this road to connect different important places of Union and Upazila for their daily requirements.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: From the observation, the frequency and extent of contact between the local community and outsiders Around 42000 peoples use this road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: There are no sensitive environmental conditions that need to be consider other than dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered.</p> <p>Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired workers from outside belong to same socio-economic, cultural, religious or demographic background except Rohingya people. There may be arise some conflict between local workforces and Rohingya workforces, the construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p>

	<p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming workers 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. • 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 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 proposed road construction.
2. Is the site for land taking known?	✓			BC road will be constructed on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that some part of the road is Broken BC, Broken RCC and some are 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 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 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;

- 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 dsuring 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 scenarios 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-04: 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	Existing Broken BC/RCC/HBB road with vacant width 5.5 will be improved on government land under Moheshkhali Upazila in Cox’s Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none">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	<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	Monthly basis

	Human-elephant conflict	generated			<ul style="list-style-type: none"> ✓ Checking IUCN report ✓ Documents check and 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 managed. • Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit 	Construction Contractor	<ul style="list-style-type: none"> ✓ TMP & TCP available in place ✓ Interview of pedestrians and vehicle riders ✓ Signpost, signage, signboard, billboard, leaflet etc. ✓ Report of awareness raising 	Monthly basis

			<p>service, emergency vehicles, trucks and general-purpose traffic.</p> <ul style="list-style-type: none"> • 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>event on traffic management</p> <ul style="list-style-type: none"> ✓ Physical visit of divert roads ✓ Traffic sign both Bangla and Rohingya language 	
	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	<ul style="list-style-type: none"> ✓ No. of Accidents took place at construction site ✓ Police and Hospital Record ✓ Local witness ✓ Complaint register 	Monthly basis
3: Construction Phase	Temporary partition between construction places and neighboring HHs	Low impact may be generated	<ul style="list-style-type: none"> • Contractor will make sure the temporary divider/partition between strengthening and widening improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered. 	Construction Contractor	<ul style="list-style-type: none"> ✓ Visiting the sub-project site ✓ Picture of divider/partition 	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> • Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors. • Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal 	Fortnightly basis

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

	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> ✓ Exposure to health events during 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 general fire precautions including, means of escape, warning, and fighting fire. ✓ Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. ✓ First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. ✓ Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures before start construction work. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Regular site visit ✓ List of materials such as; Fire extinguisher, first Aid box. ✓ Fitness certificate of equipment provided concern Authority. ✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures ✓ List of Personnel equipment materials ✓ Training document checking ✓ Contractor will be ensured to PMO whether they have recruited SSO & validation of documents. 	Daily site visit/inspection.
--	-----------------------	-----------------------------	---	---	--	------------------------------

	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-05: At a Glance Public Consultation of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.

1. Project Stakeholders:

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

2. Methodology:

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

3. Issues Raised by the Participants:

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

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

4. Feedback, Suggestions and recommendations of the participants:

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

- ✓ The FGD results confirmed that the decision of road construction will improve the movement of the local communities.
- ✓ Traffic movement will be faster
- ✓ Transport cost of the local people will be reduced
- ✓ Time saving will be ensured
- ✓ Traffic will be generated, which will increase the economic value of the road as against the investment cost. New employment opportunity will increase.
- ✓ 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 increase
- ✓ 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 strengthening and widening 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:

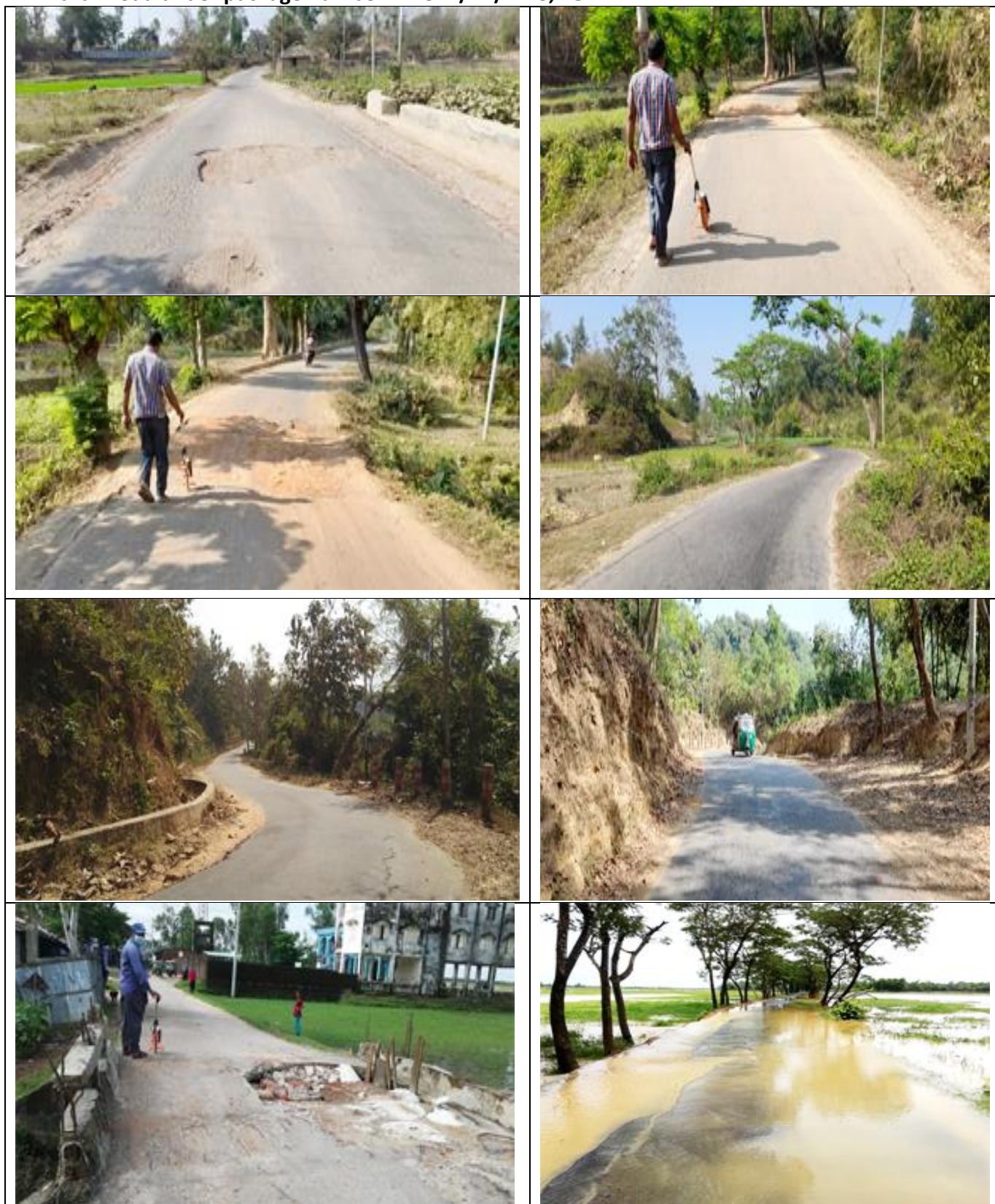
In conclusion, it can be clearly determined that the sub-project (Package EMCRP/AF/W-18) will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. 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-06: Photographs of Consultation Meeting with Stakeholders of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.





Annex-07: Photographs of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.









Annex-08 to 17: List of Participants Attended in a Consultation Meeting of Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road under package number EMCRP/AF/W18, LGED.

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

আমি লিঙ্গা জলি রাস্তা পুনৰুদ্ধার বাহি পৰিচালনা

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তাৰিখ: 19:00 AM

তাৰিখ: 16/03/2021

প্ৰকল্প/প্যাকেজৰ নাম: Strengthening and widening of Gorakghata - Shaplapur Janata Bazar Road

ওজন: Road

আইডি নং: Dagh Boudhara Road, Mahabubnagar

মহাভূবনগৰ

মহাভূবনগৰ

ওজন: Gorakghata Road, Mahabubnagar

৭২১০

প্ৰকল্প নাম: EMCRP/AF/W18

অংশগ্ৰহণকাৰীৰ তালিকা (পৰিচালকৰ দ্বাৰা)

ক্রমিক	নাম	বয়স	পুৰুষ/মহিলা	তাৰিখ	স্থান / ঠিকনা
০১	শ্ৰী: শ্ৰীমতিয়া	৬৮	পুৰুষ	১৬/০৩/২০২১	মহাভূবনগৰ
০২	শ্ৰী	৫৫	পুৰুষ	"	মহাভূবনগৰ
০৩	শ্ৰীমতি শ্ৰীমতি	২৬	মহিলা	১৬/০৩/২০২১	মহাভূবনগৰ
০৪	শ্ৰী: শ্ৰীমতিয়া শ্ৰীমতি	২২	মহিলা	১৬/০৩/২০২১	মহাভূবনগৰ
০৫	শ্ৰীমতি	২২	মহিলা	"	মহাভূবনগৰ
০৬	শ্ৰীমতি	৬৬	মহিলা	"	মহাভূবনগৰ
০৭	শ্ৰী	৬৮	পুৰুষ	১৬/০৩/২০২১	মহাভূবনগৰ
০৮	শ্ৰী: শ্ৰীমতি	২৬	মহিলা	"	মহাভূবনগৰ
০৯	শ্ৰীমতি শ্ৰীমতি	২৮	মহিলা	"	মহাভূবনগৰ
১০	শ্ৰীমতি	২৬	মহিলা	১৬/০৩/২০২১	মহাভূবনগৰ
১১	শ্ৰীমতি শ্ৰীমতি	২২	মহিলা	"	মহাভূবনগৰ
১২	শ্ৰীমতি শ্ৰীমতি	৬২	মহিলা	১৬/০৩/২০২১	মহাভূবনগৰ
১৩	শ্ৰীমতি শ্ৰীমতি	৬৮	মহিলা	১৬/০৩/২০২১	মহাভূবনগৰ
১৪	শ্ৰীমতি শ্ৰীমতি	৬০	মহিলা	"	মহাভূবনগৰ
১৫	শ্ৰীমতি শ্ৰীমতি	৬২	মহিলা	"	মহাভূবনগৰ
১৬	শ্ৰীমতি শ্ৰীমতি	৫৫	মহিলা	১৬/০৩/২০২১	মহাভূবনগৰ

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহী সীফা সীফা সীফা সীফা সীফা সীফা

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

Time: 11:15 AM

Duration: 45 min. Strengthening and widening of Gournagade - Shingur Road

Location: Gournagade Gournagade (MTR), Gournagade

Session: 5th Date: 09 Date: Gournagade Gournagade (MTR), Gournagade

Project ID: EMCRP/AF/W18

সহী সীফা সীফা সীফা সীফা সীফা সীফা

Sl. No.	Name	Age	Gender	Religion	Signature / Stamp
01	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
02	মহা মুন্সিফ	৫৬	Male	Muslim	[Signature]
03	মহা মুন্সিফ	৬০	Male	Muslim	[Signature]
04	মহা মুন্সিফ	২৫	Male	Muslim	[Signature]
05	মহা মুন্সিফ	৫৭	Male	Muslim	[Signature]
06	মহা মুন্সিফ	৫০	Male	Muslim	[Signature]
07	মহা মুন্সিফ	২৭	Male	Muslim	[Signature]
08	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
09	মহা মুন্সিফ	২৭	Male	Muslim	[Signature]
10	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
11	মহা মুন্সিফ	২৫	Male	Muslim	[Signature]
12	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
13	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
14	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
15	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
16	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
17	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
18	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
19	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
20	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
21	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]
22	মহা মুন্সিফ	৫৫	Male	Muslim	[Signature]

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহী সীলিত জটিল মোড়ি ডেসকটস এপি (এপি) এর

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ২:৩০ PM

তারিখ: ১৬/০৩/২০২১

অংশগ্রহণকারীরা: Strengthening and widening of Gornaguda - Chapinpur -
Saidpur - Baidya Road

আয়োজক: Sate Panchaschali Union Parishad Complex

অধীক্ষক: Sate Panchali, অধীক্ষক: ০৬, অংশগ্রহণকারী: Gornaguda, অংশগ্রহণকারী: Mollakhal, অংশগ্রহণকারী: Baidya

আইডি নং: EMCRP/AF/W18

অংশগ্রহণকারীদের তালিকা (নামের ওপর)

ক্র. নং	নাম	বয়স	পুরুষ/মহিলা	জাত	স্বাক্ষর / চিত্র
০১	আব্দুল হামিদ	৬০	পুরুষ	মহাজার	
০২	জামিল - জামিল	৪০	৥	মিনারীজার	
০৩	এমএল আলম	৫৫	৥	মিনারীজার	
০৪	জামিল আলম	৫৬	৥	মহাজার	
০৫	জামিল মাহির	৫০	৥	মিনারীজার	
০৬	জামিল আলম	৫২	৥	জামিল আলম	
০৭	মহাজার আলম	২৭	৥	মিনারীজার	
০৮	আব্দুল হামিদ	৫৫	৥	মিনারীজার	
০৯	মিনারীজার	৬৫	মহিলা	জামিল আলম	
১০	মহাজার	৫২	৥	মিনারীজার	
১১	জামিল আলম	৬০	৥	মিনারীজার	
১২	আব্দুল আলম	৫০	পুরুষ	মহাজার	
১৩	জামিল	৩৯	৥	মিনারীজার	
১৪	জামিল আলম	৫২	৥	মিনারীজার	

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সহীদ হাটের পল্লী মার্গের পল্লী মার্গ

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

Time: 11:45 AM

Date: 17/03/2021

Location: Strengthening and widening of Gerdaghat - Staplapur

Location: Kairabed Bazar, Staplapur, Jamia Street

Location: Staplapur Ward No. 09 Union: Staplapur Union: Pukhuria Union: Pukhuria

Project ID: EMCRP/AF/W18

সহীদ হাটের পল্লী মার্গ (পল্লী মার্গ)

ক্র.সং.	নাম	বয়স	পুরুষ/মহিলা	পেশা	স্বাক্ষর / সীল
০১.	আব্দুল হামিদ	৬৫	পুরুষ	মিলেমসুর	
০২.	মহম্মদ হামিদ	৬০	পুরুষ	মিলেমসুর	
০৩.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
০৪.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
০৫.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
০৬.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
০৭.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
০৮.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
০৯.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১০.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১১.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১২.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৩.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৪.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৫.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৬.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৭.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৮.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
১৯.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	
২০.	আব্দুল হামিদ	৬০	পুরুষ	মিলেমসুর	

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

सर्वे सत्त्वोत्थिताः सर्वे सत्त्वोत्थिताः सर्वे सत्त्वोत्थिताः सर्वे सत्त्वोत्थिताः

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

12:36 PM

DATE: 17/03/2021

Strengthening and widening of Gomanghata - sharp curve -
Jomha Bafine Road

no. 11899: Kaidabad Dahan, In front of Joid store

www.Shafapuzl.com - 09 4358
www.Shafapuzl.com - Hakekatul Islam - 09 4358

संख्या संकेतः - EMLP/PF/W18

आचार्यसंस्थान, दिल्ली (भारत - 110007)

ક્રમ નં.	વસ્તુ	માત્રા	પ્રકાર/પ્રકાર	માત્રા	કારણ / નોંધ
૦૧	બાંધકામ કામગીરી	૭૦	સુવર્ણ	૭૦	સુવર્ણ
૦૨	બાંધકામ કામગીરી	૬૦	૦	૧	સુવર્ણ
૦૩	બાંધકામ કામગીરી	૬૦	૫	૧	સુવર્ણ
૦૪	બાંધકામ કામગીરી	૬૦	૧	૧	સુવર્ણ
૦૫	બાંધકામ કામગીરી	૬૦	૧	૧	સુવર્ણ
૦૬	બાંધકામ કામગીરી	૬૦	૫	૧	સુવર્ણ
૦૭	બાંધકામ કામગીરી	૬૦	૧	૧	સુવર્ણ
૦૮	બાંધકામ કામગીરી	૬૦	૫	૧	સુવર્ણ
૦૯	બાંધકામ કામગીરી	૬૦	૧	૧	સુવર્ણ
૧૦	બાંધકામ કામગીરી	૬૦	૧	૧	સુવર્ણ

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

ককটী জিলায় জাতীয় স্থানীয় পর্যায়ে স্থানীয় সরকার

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ০২:৩০ PM

তারিখ: ২৭/১০/২০২১

উন্নয়ন/সংস্কারের প্রকল্প: Strengthening and Widening of Gorazgan - Shaphur - Dabon Road

স্থান: Gorazgan - Shaphur - Dabon Road

সংগঠন: আদ্যাবুত

সংগঠন: আদ্যাবুত

প্রকল্প ID: EMCRP/AF/W18

আদ্যাবুত/শ্রমিক (নাম ও পদ)

ক্রমিক	নাম	বয়স	পেশা/পদ	জাতীয়তা	স্বাক্ষর / চিত্র
০১	আবদুল হক	৫৫	কৃষক	আদ্যাবুত	আবদুল হক
০২	আবদুল আজিজ	৫০	"	"	আবদুল আজিজ
০৩	আবদুল মান্নান	২৫	"	"	আবদুল মান্নান
০৪	আবদুল মান্নান	২৬	কৃষক	"	আবদুল মান্নান
০৫	আবদুল মান্নান	৫০	কৃষক	"	আবদুল মান্নান
০৬	আবদুল মান্নান	২৬	"	"	আবদুল মান্নান
০৭	আবদুল মান্নান	২২	কৃষক	"	আবদুল মান্নান
০৮	আবদুল মান্নান	২৭	"	আদ্যাবুত	আবদুল মান্নান
০৯	আবদুল মান্নান	৭০	"	আদ্যাবুত	আবদুল মান্নান
১০	আবদুল মান্নান	৫২	"	"	আবদুল মান্নান

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

স্বল্পে নিমিত্তে প্রকল্পে কর্মী (participants) প্রতি (প্রতি) রাস্তা

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ১০:৩০ AM

তারিখ: ২৬/০৬/২০২৩

সংস্থা/অংশগ্রহণকারী: strengthening and widening of Gournaghaton - Shapargua Simla Bazar Road

অংশগ্রহণকারী: আশুপাড়া-ইসলামপুর রাস্তার উন্নয়ন

অংশগ্রহণকারী: আশুপাড়া-ইসলামপুর রাস্তার উন্নয়ন

সংস্থা: EMCRP/AF/W18

অংশগ্রহণকারীর তালিকা (নামের ওপর)

ক্রমিক	নাম	বয়স	পেশা/শিক্ষা	জাত	স্বাক্ষর / চিত্র
০১	শ্রীমান. আশুপাড়া-ইসলামপুর	৬০	কৃষক	মহালা	(স্বাক্ষর) ১০.০৫.২৩
০২	শ্রীমান. হুমায়ুন	৪০	কৃষক	মহালা	(স্বাক্ষর)
০৩	শ্রীমান. আশুপাড়া	৪৬	"	মহালা	(স্বাক্ষর)
০৪	শ্রীমান. আশুপাড়া	৪৮	"	মহালা	(স্বাক্ষর)
০৫	শ্রীমান. আশুপাড়া	৬৬	"	মহালা	(স্বাক্ষর)
০৬	শ্রীমান. আশুপাড়া	৬৮	"	মহালা	(স্বাক্ষর)
০৭	শ্রীমান. আশুপাড়া	৫২	"	মহালা	(স্বাক্ষর)
০৮	শ্রীমান. আশুপাড়া	৫৬	"	মহালা	(স্বাক্ষর)
০৯	শ্রীমান. আশুপাড়া	৫৭	"	মহালা	(স্বাক্ষর)
১০	শ্রীমান. আশুপাড়া (০১)	৬০	"	মহালা	(স্বাক্ষর)
১১	শ্রীমান. আশুপাড়া (০২)	৬৬	"	মহালা	(স্বাক্ষর)
১২	শ্রীমান. আশুপাড়া	৬৭	"	মহালা	(স্বাক্ষর)
১৩	শ্রীমান. আশুপাড়া	৫৮	"	মহালা	(স্বাক্ষর)
১৪	শ্রীমান. আশুপাড়া	৬৫	"	মহালা	(স্বাক্ষর)
১৫	শ্রীমান. আশুপাড়া	৫৬	"	মহালা	(স্বাক্ষর)
১৬	শ্রীমান. আশুপাড়া	৫৮	"	মহালা	(স্বাক্ষর)

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সকলকে বিজ্ঞান ও প্রযুক্তি ক্ষেত্রে সক্ষম করে তুলতে গবেষণা ও উদ্ভাবনকে প্রাধান্য দেওয়া হবে।

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

20:50 AM

Wohn: 34/14/2.02.2

Strengthening and widening of Ganga at Sharapur, Lucknow
Union Road

ସମସ୍ତଙ୍କୁ ସ୍ୱାଗତ କରୁଛି ଏବଂ ଆପଣଙ୍କ ସହିତ ମିଳିତ ଭାବରେ ଏହି ପ୍ରକଳ୍ପକୁ ଆଗକୁ ବଢ଼ାଇବା ପାଇଁ ଆପଣଙ୍କ ସହଯୋଗ ଚାହୁଁଛୁ।

১৯৯০: অগ্নিশিখা ১৯৯০: ০৬
 ১৯৯০: অগ্নিশিখা ১৯৯০: ০৬

संशोधन संस्था : ENCP@A71418

no significant effect ($p > 0.05$).

[illegible]

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

আইসি জিএল জিএল জিএল জিএল জিএল জিএল

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

Time: 3:30 PM

Date: 19/03/2024

Topic: Strengthening and widening of Gornaghat - Chapkhar-pada Bazar Road

Location: Gornaghat, Chaldighati, Subamandara

Facilitator: [Name] Date: 03/03/2024 Location: Chaldighati

Project ID: EMCRP/AF/W18

সংগঠন/সংস্থা (সংস্থা/সংস্থা)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	লিঙ্গ	স্বাক্ষর/স্বাক্ষর
০১	সাইফুল হক	৬০	গৃহস্থ	পুরুষ	স্বাক্ষর
০২	আবু হোসেন	৬০	৭	১	স্বাক্ষর
০৩	আবু হোসেন	২০	৭	১	স্বাক্ষর
০৪	আবু হোসেন	২০	৭	১	স্বাক্ষর
০৫	আবু হোসেন	৬০	৭	১	স্বাক্ষর
০৬	আবু হোসেন	৬০	৭	১	স্বাক্ষর
০৭	আবু হোসেন	৬০	৭	১	স্বাক্ষর
০৮	আবু হোসেন	৬০	৭	১	স্বাক্ষর
০৯	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১০	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১১	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১২	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৩	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৪	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৫	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৬	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৭	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৮	আবু হোসেন	৬০	৭	১	স্বাক্ষর
১৯	আবু হোসেন	৬০	৭	১	স্বাক্ষর
২০	আবু হোসেন	৬০	৭	১	স্বাক্ষর

EMCRP/AF/W18, Road ID No.- 422492001

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

www.422492001.org

Local Government Engineering Department (LGED)

Public Consultation Participants List

FOCUS GROUP DISCUSSION

Upazila: Maheshkhali

Station: Cox's Bazar

Sub-Project: Strengthening & widening of Gorkhphara-Shajapur-Jamala Bazar Road
(42249-2001)

Place of meeting: 17 March 2021 | Office of Upazila Engineer, Maheshkhali, Cox's Bazar

S. No	Name	Designation	Signature
01	Sabuj Kumar Ray	UE, Maheshkhali	
02	Abul Noman Md. Abdullah	CEO (AG) "	
03	Tafar Dutt	UPD	
04	HALIMUR RASHID	Contractor	
05	MD. KAMJOL HQUE	office staff	
06	MD. ASHRAF HUSSEIN	N/A	
07	MOHAMMUR MURSHED	UTARLA LOCAL GOVERNMENT OFFICE	
08	Md. MOHAMMUDUL KARIM	N/A	
09	Jahangir Alam	N/A	
10	MD. MAJUMDAR AKTER	N/A	
11	Abdu Rahim	ELSS	
12	Md. Farazul Karim	Surveyor	
13	Superintending	LKES	
14	Faraz Dutt	CA	