



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 of Replacement Girder Bridge in Dosori Khal (Canal) under Package: EMCRP/W-8 (Sub Pkg-8.5)

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Development Design Consultants Ltd.

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Abbreviations

Abbreviations	Descriptions
AF	Additional Financing
ARIPA 2017	Acquisition and Requisition of Immovable Property Act; 2017
BC	Bituminous Carpeting
BFS	Brick Flat Soling
BOQ	Bill Of Quantity
CBO	Community Based Organization
CoC	Code of Conduct
CSO	Civil Society Organization
CPR	Common Property Resource
CPP	Cyclone Preparedness Program
DDCL	Development Design Consultant Ltd
DoE	Department of Environment
DoF	Department of Forest
DPP	Development Project Proposal
D&SC	Design & Supervision Consultant
EA	Executive Agency
EMCRP	Emergency Multi-Sector Rohingya Crisis Response Project
ESMF	Environmental and Social Management Framework
FGD	Focus Group Discussion
GPS	Government Primary School
GRC	Grievance Redressed Committee
GRM	Grievance Redressed Mechanism
HBB	Herring Bone Bond
GRS	Grievance Redress Service
IUCN	International Union for Conservation of Nature
LGED	Local Government Engineering Department
LGRD&C	Ministry of Local Government, Rural Development and Co-operatives
N/A	Not Applicable
NGO	Non-Government Organization
OP	Operational Policy
PDO	Project Development Objective
PIU	Project Implementation Unit
PTA	Parent Teachers Association
PRA	Participatory Rural Appraisal
PSC	Project Steering Committee
RCC	Reinforced Cement Concrete
RF	Resettlement Framework
RRRC	Refugee Relief & Repatriation Commissioner
RPF	Resettlement Policy Framework
ROW	Right of Way
SMC	School Management Committee
SMP	Social Management Plan
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic Control Plan
IP	Indigenous Peoples

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 the Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) financed by World Bank. This project has been designed to reduce the vulnerability of displaced Rohingya People (DRP) along with the people from the community in all Upazila's under Cox's Bazar District. The main target of the project is to enhance existing disaster resilience systems and improve the social service delivery for the DRP and community. This project will follow a sustainable development pathway that is resilient to disaster and climate change effects. However, LGED & D&SC team has been conducted social screening and results indicates that no trees, structures, community properties or any other assets will be affected by the implementation of sub-project. It is also necessary to mentioned that, all the proposed bridge will be improved along the existing road alignment is owned by government. So, Land acquisition and population displacement/relocation shall not be needed to implement this sub projects. Even no voluntary land donation also is required.

As per revised DPP, all work packages are divided into 26 work packages where RCC girder bridges construction is considered one of the important intervention that enhance the communication system by joining two or more geographically isolated places. Due to decision of changes the location of RCC girder bridge construction under the sub-package EMCRP/W8.5 (Balukhali GC to Palongkhali UP, ID: 422943005), again survey and screening are to require for examining the newly selected place at Dosori point over the Dosori canal without change of design and specification. The previous point has been omitted because there is no connecting road on either side of the bridge which the chairman had earlier wanted to do but could not do due to lack of government funds. For this reason, the Upazila Engineer wrote a letter to the Executive Engineer, Cox's Bazar requesting the concerned authorities to change the location of the bridge.

The main purpose of this social screening report is to identify potential social risks and impacts, their significance and the level of assessment and management required to address them. Approved questionnaires and projects Social screening surveys have been conducted following the guidelines of ESMF and RPF and relevant government policies and laws.

The D&SC, PIU and LGED conducted screening for one proposed replacement of the new RCC girder bridge over the gape of Dosori Khal from the primary location to new location and conducted 2 consultation meetings with Upazila level LGED representatives, local Government representatives and host community peoples. This summary report contains possible impacts, proposed mitigation measures, consultation procedures and monitoring mechanisms. All the project activity will be conducted within the existing government land and no additional land is required for this proposed sub-project

2. Reason and Rationality of Sub-project Relocation (RCC Girder Bridge):

Many canals have flowed across Ukhiya Upazila. Although many rural roads have been built there in the last few years, the people living near the canal have to suffer due to lack of bridges. The "Dosori Canal" is one of them which has obstructed the easy movement of the locals living on both sides of the canal. In light of that, it was decided to construct 6 bridges with a length of 20 meters each more or less under EMCRP/Pkg.: W-8 the contractor has already started work on 5 bridges except this one under the package. The construction of a bridge of this package has been postponed as there is no connecting road on both sides of the construction and its construction will not be fruitful. Earlier, a social screening was conducted on the package and a report of the results of the social screening was sent to the World Bank and the World Bank cleared it.

It is noted that before taking the final decision on the bridge and during the social and environmental survey, the chairman of the local union council promised to build connecting roads on both sides of the bridge but he could not keep his promise due to lack of government allocation which was he expected. Therefore,

carrying of materials and equipment for the bridge construction is clearly uncertain due to unavailable alternative way to reach the construction materials at the selected site. Simultaneously, it is not viable in terms of physical, social and economic point of view in the area and its surrounding. To avoid these kinds of problems, it is decided that this proposed sub-project should be shifted to another place where community people can affirmative benefit. Note that the previous location of the bridge here was in the DRP camp, the new proposed location is in the host community.

Therefore, since the construction of the bridge without connecting road is meaningless, the Upazila Engineer sent a proposal to the PD office through the Executive Engineer for the construction of the bridge on another road. The point where bridge is proposed to construct is situated in between the road package MCRP/W 17.5 (Battola Dosori road-ID: 422944006) and EMCRP/W 20.3 (Rajapalong UP office-Battali R&HD road, ID: 422944088) of the project under the same package and situated in host community. Both roads are highly important and will be connected in between the two considering the given context of Ukhiya, particularly, Rohingya community and Host communities as well as government officials/offices and humanitarian actors who are coming from outside from the Upazila to serve the refugees to overcome the humanitarian crisis. Both roads are well connected to the Upazila Sadar and Dhaka –Arakan highway. The comparative situation analyses between two places are given below;

Analysis of the Comparative Situation between the Two Proposed Sites:

Previous Location	Proposed Location
<ul style="list-style-type: none"> • No approach road both side of the proposed bridge. • During last one an half year, no initiatives have been taken to construct approach road both side of the proposed bridge from the local union parishad as they committed. • Local Government representatives seem to be reluctant to assist the sub-project implementation. 	<ul style="list-style-type: none"> • Bridges will be built between the two well connecting roads and a good communication for the people on both sides will be ensured. • Significant investment of time, labor and money. • People of Both side of the proposed bridge will get full of its benefit. Approximate 10,000 peoples from both side of the proposed bridge will be benefitted directly due to short cut way. • Local Government representative seem too eager to provide all sorts of assistance to implement the sub-project. • Local community, DRP and DRP related service providing agencies will be benefitted adequately. • Once completion of bridge construction, at least one hour travel time will be saved of the catchment areas people. • People could able to enjoy Hassle free and smooth communication. • After completion of bridge, Just 10 to 15 minutes will be required to reach Ukhiya whereas presently require 45 minutes to 1 hour as people have to travel long road. • The distance from Ukhiya to nearly all villages opposite side of the canal in the catchment area will be reduced by 12 kilometers or more, and the hauling time of vehicles will be reduced and number of round trip by the vehicles will be increased. Similarly, to be reduced time and costs as well as fuel consumption.

In this context, a social and environmental survey team was sent from the office of Project Director and D&SC, they visited the site of the proposed new bridge and surveyed and submitted a report. LGED ,PIU & D&SC team has conducted screening and results indicate that no trees, structures, community properties or any other assets will be affected by the implementation of sub-project intervention. Land acquisition and

population displacement/relocation shall not be needed to implement this subproject. No tribal people have been found during the screening of the proposed existing RCC bridge construction site area.

In addition, the report said that the construction of the bridge at the proposed site of the khal would open a new milestone in the communication between the Rohingya and the local people. Hugs number of people of this periphery will get direct benefit to reach the Teknaf-Cox's Bazar highway even Upazila HQ as shortcut by saving time, cost and reduce existing distance from their residence Upazila HQ at least 8-12 km. It is to be noted here that the road where the bridge is proposed to be constructed is also being developed through this project and work is in progress.

Therefore, in the analysis of social security, it can be said with confidence that if the bridge is built on the canal of this road, it will meet the long standing needs of the people of this area.

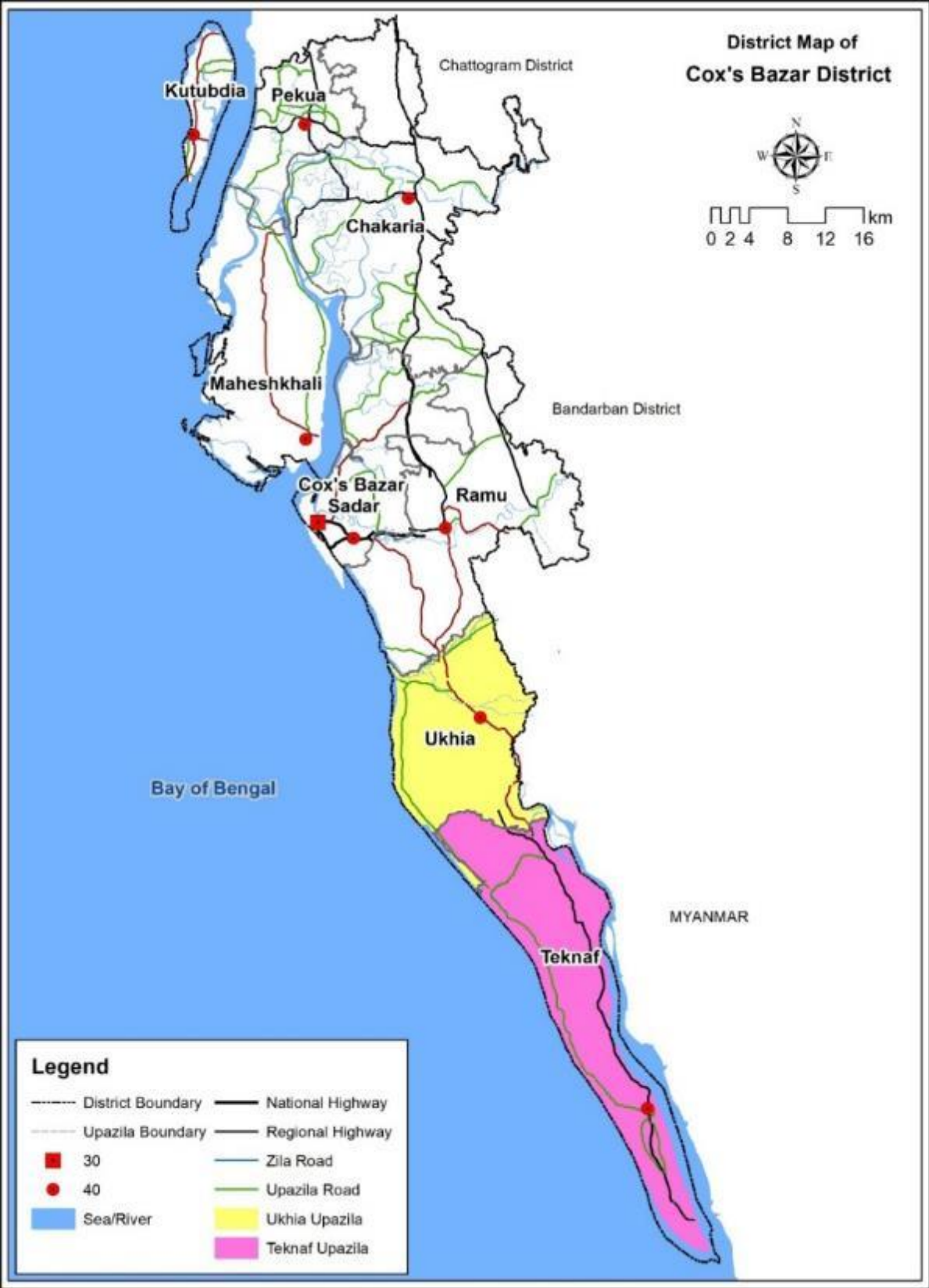
3. Location of Sub-Project (Newly selected sub-project):

The previous location of the bridge was in the DRP camp, the newly proposed location is in the host community. We have previously conducted social screening reports, based on the results obtained, the project has prepared an Outcomes report and sent it to the World Bank, which has been cleared by the World Bank. Existing report have been prepared based on social screening as well as public consultation. The canal is on khas land owned by Ukhiya Upazila Administration and people call the khal Dosori khal and it is located in the village of Kata Para of Rajapalong Union.

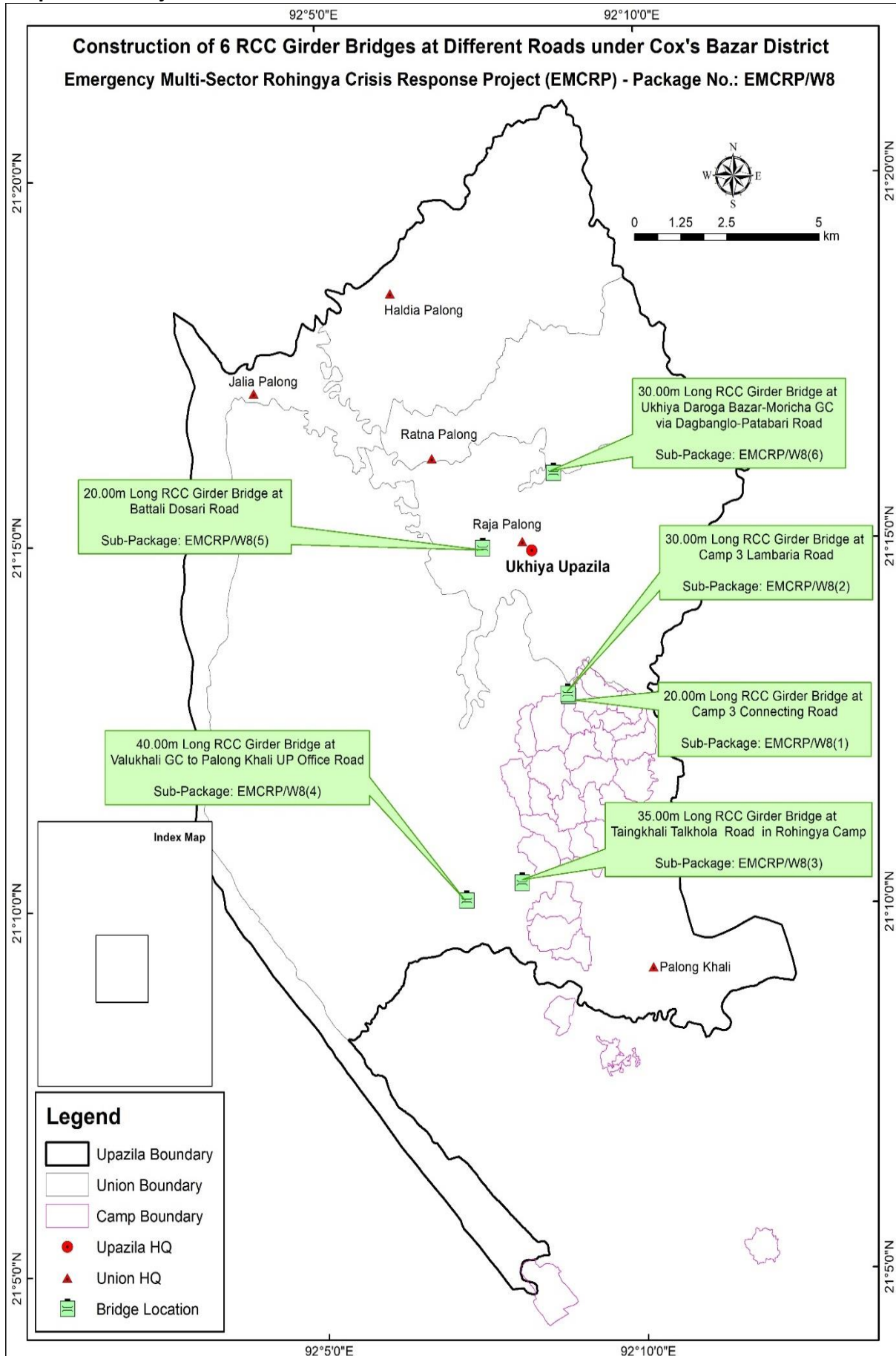
District	Name of Upazila	Name of union	Package and Sub Package Number	Sub-Project Name	Name of the khal where sub-project will be implemented	Owner of the Khal	Bridge Length (Meter)	Carriage Width (M)	Within the Rohingya Camp? (Yes/No)	Within the Host Communities? (Yes/No)
Cox's Bazar	Ukhiya	Rajapalong	EMCR P/W-8 (5)	Construction of 20.00 m Long RCC Girder Bridge	Dosori Khal	Ukhiya Upazila Administration	20.00	5.5	No	Yes

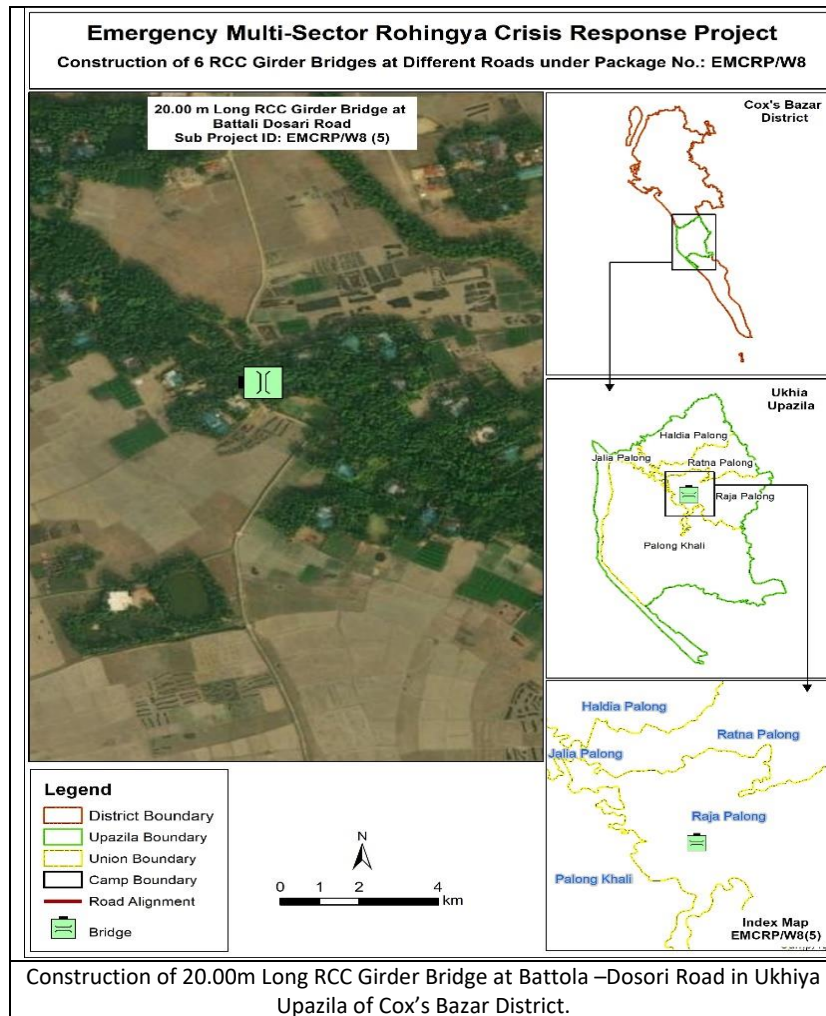
The Project Map and details location of sub-projects are given below;

4. Map of Cox’s Bazar District with Project Location



Map of Sub-Project Location





5. Methodology:

A social team of Design & Supervision Consultants, i.e. Development Design Consultants Limited along with social development specialist of PIU, visited the new location, conducted FGDs with relevant stakeholders, and participated in formal and informal interactions with the local community, Local Government Representatives and concerned LGED officials. A structured questionnaire was used to obtain necessary primary data relating to land acquisition requirements, land ownership, losses of land, assets and other factors. Further information was gathered through interviews of key informants and stakeholder consultation meetings through the FGD approach to capture the communities' opinions and feedback about the sub-project.

Furthermore, information was gathered through interviews of key informants and significantly stakeholder consultation meetings capture the community's opinion and feedback about the sub-projects.

6. Summary of Key Findings:

Proposed RCC Girder Bridge will be constructed on government land/canal, bridge side is not on private land as well as any canal or river is not under BIWTA routes and there is no land acquisition is required. The canal is on khas land owned by Ukhiya Upazila Administration and people call the khal Dosori khal and it is located in the village of Kata Para of Rajapalong Union.

The screening results revealed that the implementation of this proposed sub-project would not partially or completely affect any private land, homestead, and place of business, private infrastructure, trees,

community property or any property. The point/location at which the bridge is proposed to be built is located between Road Package EMCRP/W 17.5 (Battali Dosori Road-ID: 422944006) and EMCRP / W 20.3 (Rajapalong UP Office-Battali R&H Road, ID: 42294408). The two roads are located on both sides of the canals. The proposed bridge will connect these two important roads and the territory/catchment area. No tribal people were identified during the perimeter screening and census survey. No squatters or vendors will be affected by the project. Overall, the impact of the sub-project will be positive.

6.1. Existing Scenario of Proposed RCC Girder Bridges:

The sub-project has no land acquisition or population displacement, as the sub-project will be built on an existing canal owned by the government which is government land. During the screening, a weak bamboo bridge was found over khal. Sub-projects will not affect structures, trees, community property or any other resources. However, during implementation, if any external influences are identified, they will be resolved following the guidelines of RPF and ESMF. The scenario of the original result is attached in Attachment-1.

6.2. Construction Induced Impact Issues:

Since the RCC girder bridge will be constructed on government vacant land, it is expected that this sub-project will not have any construction-induced effect. However, bamboo bridges have been found in place of the proposed RCC girder bridges which may need to be demolished before construction can begin. Roads or property may be damaged due to movement of heavy vehicles for carrying construction materials. If any damage or impact is identified, mitigation measures will be taken as per RPF and ESMF guidelines. If any damage is reported, LGED will consult with the Union Council and to mitigate contractors and host focal persons with the local community in accordance with ESMF and RPF.

Also, LGED construction contractors are advised that to avoid damage to rural roads, contractors must stack construction materials on hard paved roads or sidewalks and then bring small motorized and non-motorized vehicles or alternatives to the site.

6.3. 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 construction and empty land are available. In the event that the contractor needs additional land for the construction yard and no government land is available, land can be rented from the private land owners for a certain period. However, if LGED prefers to requisition the land, the following steps will be followed.

For requisition of land for temporary purposes, the Acquisition and Requisition of Immovable Property Act 2017 (ARIPA) is the principal legislation governing eminent domain land acquisition and requisition in Bangladesh. The Act requires compensation to be paid for: (i) vacating the requisitioned property (ii) reoccupying the property upon released from the requisition (iii) damaged the cost to the property during 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 land owners. 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 (deputy commissioner) will pay the compensation to the land owners. If the land requisitioned has standing crops cultivated by a tenant (Bargadar) under a legally constituted written agreement, the law requires that compensation money be paid in cash to the tenants as per the agreement. Under no circumstances, land requisition is not allowed due affecting residential and community properties. However, under section 20, requisition is only allowed for emergency road repairing. Any losses for structures, trees, and business will follow the provisions of ARIPA 2017.

6.4 RCC Girder Bridges & Feature Benefit:

Proposed RCC girder bridges will be constructed on the Dosori canal and also replacement of existing temporary bamboo made narrow bridges (local named Sako). The main target of constructing the RCC girder bridges are to improve the communication system of rural peoples, heavy vehicle can move easily, so the people of respective territories can move easily from one place to another that will ultimately contribute to improved living standards. Through this RCC girder bridge, people can travel easily to various places such as Upazila government offices, Hospital, hat-Bazar, towns, mosques, temple and other important places, easily carrying goods and can save time and costs.

6.5 Impact Mitigation Measures

Apart from the land required for the RCC girder bridges, more land is required for the new RCC girder bridges construction sites for establishing temporary facilities, such as contractor labour shed, materials stack yard and store etc. In such cases, the contractor can arrange land for temporary works from outside of the alignment. At the RCC girder bridges sites where work will begin soon, LGED will make sure to establish alternative diversion will be provided for traffic movement and not disturbing of water flow and aquatic life. Mainly on very small canal and dispersed land will necessary for water drainage.

In addition, the contractor will be taken make sure safety measures such as traffic safety guide post for approach road/temporary bamboo made bridge within the construction, color painting on rallying for public and vehicle uses. Temporary bamboo made bridge shall be provided with good conditions with ease of movement and adequate space. See details in Annex-04.

7. Overall subproject's Impacts and proposed Mitigation Measures

In terms of land acquisition, resettlement and livelihood, overall project impacts are low. The construction will be conducted over the canal. Social screening report confirmed that no structures, common properties and indigenous people will be affected by the project. However, no cut off trees. As construction will be conducted over the canal and on the government-owned land, no land acquisition is required. However, project may have some construction induced impact due to movement of heavy vehicles which will be mitigate by LGED. No indigenous people are identified during screening. Detailed impacts are attached with Annex -4. Summary Impacts are given below;

- Construction may cause disturbance to the nearby houses
- It may cause noise and dust which may be harmful for the community peoples.
- Possibility of spreading COVID virus.
- Risk of GBV.
- Construction induced impacts.

8. 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 sub project.

Total 24 numbers participants were attended in the consultation meeting shown in table -3. The social safeguard team of EMCRP has conducted a stakeholder consultation meeting at Upazila Engineer office with an active participation of Upazila level government officials, local government and civil society's representative. Eight (8) participants (Upazila level government officials, local government and civil society's representative) and Sixteen (16) numbers local stakeholders (Host Communities) were attended the consultation and provided valuable opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very reluctant to attend in a public consultation due to conservative minded.

Category wise participants list with date, summary of consultation/FGD outcomes are mentioned below table 1, 2 & 3;

Table: 1 Summary of Consultation Meetings and FGDs

No.	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
1	29/12/2021	LGED, Local Government representatives and other elite	8	0	8
2	29/12/2021	Local Stakeholders (Host Communities)	16	0	16
Total participants			24		24

Table: 2: Summary of Consultation Outcomes

Issues	Questions Raised by	Opinion and Questions	Reply from LGED
Compensation	Local Government representatives and civil society's (Community)	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 HHs/severely affected HHs	Local people and Local Elites	Have any Vulnerable HHs/Severely affected HHs along the alignment.	If vulnerable HHs are identified, mitigation measures will be taken as guided with the RPF. Moreover, contractors will engage vulnerable HHs members as unskilled labor during construction if they wanted to.
Improvements of local business facilities	Local Elites	Local Business facilities will be increased after bridge development?	Yes, after Bridge's development economic transactions as well as business-related communication will be increased, which will contribute to the national economy.
Grievance redress committee	Union Parishad Chairman, local Government and civil society's	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well Grievance Management Procedures by GRC to resolve sub-project-related grievances if arise. People can entries their grievances by writing in a register book preserved in Upazila Engineer's office.
Structure	Community and Union Parishad Chairman & members	Will any structure be affected?	No structures were identified within the selected place during the screening. It's a vacant government land/canal.
Land	Union Parishad Chairman & members, Upazila level Government officials, local Government and civil society'	Except selected place any additional land will be required?	As construction will be conducted over the canal and it's a government owned land, no land acquisition is required. Additional land may be required for the construction yard. However, the construction yard will be chosen from

Issues	Questions Raised by	Opinion and Questions	Reply from LGED
			the nearby public place/ government land.
Livelihood	Local Government representatives, and civil societies.	Livelihood will be hampered?	Livelihood will not be hampered due to bridge construction.
CPR (Common Property Resource)	Local Government representatives, and civil society's (community)	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 implementation as the RCC girder bridge will be constructed within existing approach which is government land.
Trees	Local Government representatives, and civil society's (community)	Any Trees will be affected?	The project will avoid cutting any trees. There is no available trees on the selected place, trees cutting will not be needed to implement this subproject. If trees are requiring to cut-off, compensation will be given according to the guidelines of RPF.
Business loss	Local Government representatives, and civil society's (community)	Any permanent or temporary business will be affected?	During the screening, there are no business structure has been identified with the proposed place i.e. bridge construction site.
Wage loss	Local Government representatives, and civil society's (community)	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created, local skill and unskilled labour have scope to work during construction of the RCC girder bridge.
Safety of the construction work	Local Government representatives and civil society's (community)	During construction work accident may occur, have any plan to mitigate these issues.	Yes, Bridge construction safety will be maintained strictly by the contractor as per LGED and World Bank guild line. Before start work contactor will arrange a safety related orientation for labour and local community.

Table: 3: Attendance of Local Community Consultation as Follows

Sl. #	Name of Sub-project	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
1	Construction of 20.00m Long RCC Girder Bridge over Dosori khal in Ukhiya Upazila of Cox's Bazar District.	29/12/2022	At the Open space adjacent to the Bridge Location	16	0	16	The following issues were discussed during the consultation meeting with Community	LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants, and PMU safeguard team, also be responsible for Coordination and Monitoring of the progress of all

						<p>and Institutional stakeholder;</p> <p>1. Who will be coordinated and monitor the activities?</p> <p>2. Will ensure Safety issues within construction area?</p> <p>3. Asked about GBV or other harassments.</p> <p>4. Have any scopes to entry any grievances?</p> <p>5. During construction to need additional private land for a temporary basis?</p> <p>6. Livelihood of local people will be hampered?</p>	<p>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>However, the female labor force participation are being low, GBV training at the worksite will be ensured before the start of construction work to avoid any conflict with male workers.</p> <p>Also inform participants that LGED will implement this sub-project with community participants and have scope to complain any grievances to Upazila level GRC.</p> <p>No land acquisition will be required which is entirely Government land. The contractor needs to temporarily base additional land for the construction yard.</p> <p>No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority basis during their construction work.</p>
Total participants				16		16	

The key outputs of stakeholder consultation meeting are (See Annex-03):

- Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding RCC Girder Bridge construction.
- If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF & ESMF.
- Ensure availability of first-aid boxes at the proposed sub-project (bridge construction site).
- Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
- Avoiding and minimizing adverse social impacts for the site selection, design and construction.
- Ensured various stakeholders' participation, this will enhanced their sense of belonging in the proposed sub- project.
- Identifying unavoidable adverse impacts and ensuring effective mitigation measures.
- Ensuring social conflicts and grievance management during the construction period.
- Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)

- Ensuring equal wage for female labour including site security and facilities.
- Ensuring that GBV is not occurring at the working site.

9. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforce are expected to come from the local community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations meeting with SMC, Teacher and 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, 20 Labors (skill: 4 (25 %) and unskilled: 16 (75 %) assuming to be generated during construction work within 5400 active working man 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. However, female labor force participation being low, even then, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict and harassment or hate speech 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 will 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 RCC girder bridges 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 also not be created any problems during construction.

Table No: 4: No of Labor and Total Active Working Man Days

Sl. No.	Package Number	Name of Subproject	Bridge length (Meter)	Tentative Per day labor (No)	Days	Total Active Working Man days
01	EMCRP/W-8 (5)	Construction of 20.00m Long RCC Girder Bridge.	20.00	20	270	5400

10. 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 as per project Standard Operating Procedure (SOP), 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 restriction imposed by the government with effect from 26th March, 2020 to date, work in all EMCRP packages contractors as well as workers has been following the below Site Poster Illustrating COVID-19 as Precautionary Measures;



11. Traffic Management:

During the construction of the RCC Girder Bridge, alternative diversion will be provided for traffic movement and not disturbing of water flow and aquatic life. The contractor will be taken make sure safety measures such as traffic safety guide post for approach road within the construction, color painting on rallying for public and vehicle uses. The contractor will ensure smooth traffic movement by providing a traffic officer who will use traffic signs during construction work. The cost of an alternative way is included in BOQ.

12. 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 the 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 against adverse impacts. The construction contractor will deploy a Social Safeguard officer to monitor the field level safe guard activities and will report to the concerned 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.

13. 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, EMCRP has formed grievance redress committee of 5 members consisting each of the concern school cum disaster shelter. A grievance register is maintaining at each Upazila and school level for construction of school cum disaster shelter. Community members are encouraged to present any complaints to Upazila level GRC and women are encouraged to complain at their place of convenience, which are given

to the GRC to resolve. In addition, the PMU will be using contact details displayed on the Environmental and Social sign board and details stated in GRC leaflet, which was disclose within projects area.

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

First level (SMC 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 Upazila: Grievances may also emerge from the community 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): RCC Girder Bridge situated within the host community. So, no scope to entry any grievance from DRP community for this girder bridge construction.

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

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

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

Moreover, in case of any labor-related issues, laborers 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. Community laborers are also allowed to complain to any level directly.

In addition, community 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.

14. Implementation & Institutional Arrangement

The LGED is overall responsible for the project implementation, through the PMU involving the Upazila Engineer, XEN, D&S Consultants (FRE) and Safeguard team. LGED will also arrange discloser & orientation program regarding labour safety training before the start of construction work.

The above stakeholders will be responsible for monitoring the progress of all aspects considering any significant impacts are raised and to suggest action to be taken against any adverse impact. The construction contractor will be deployed a Social Safeguard Officer to monitor the field level safeguard activities and will be reported to the concern persons. Field level data will collect on regular basis to check the progress whether sub project activities on track or not. LGED will also ensure by monitoring that all the activities are underway as per specification and safeguards compliance.

The major objectives of monitoring are to: (i) ascertain whether activities are progressing as per schedule and the specified timelines are being met; (ii) assess if compensation, rehabilitation measures are sufficient; (iii) identify problems or potential issues; and (iv) identify methods to rapidly mitigate any problems. The above information's will be collected by EA through its PMU and respective Upazila Engineer and D&S Consultants. They are responsible for monitoring the day-to-day reconstruction activities of the subproject.

15. Social Management Plan (SMP):

Based on public consultation, a Social Management Plan (SMP) for 20m RCC girder bridge identify 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 Responsibilities	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none"> • No land acquisition will be required as RCC girder bridge will be constructed in own existing alignment, which is entirely Government land. • No additional land will be required to construct the RCC girder bridge due to both sides of the canal being government vacant property as well as LGED roads. • The local community has been agreed to provide space beside the bridge construction site to keep the construction materials during construction work. • There is no physical asset affected by the intervention of the sub-project (bridge). If we found any grievance from the neighboring household, we will consult on an emergency basis in order to solve the problem by project GRC. 	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC
Loss of livelihood	<ul style="list-style-type: none"> • Contractor need to engage local labor as priority (both skilled and unskilled) at their construction work. 	Pre-Construction stage	PIU Contractor	Safeguard team of PIU, PSC and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<ul style="list-style-type: none"> Due to government limitation Rohingya community is not entitle to work in host community because of restriction to buy daily necessary items. Woman labor should get priority at the time of labor recruitment. During construction work social safeguard compliance shall be maintained properly by the contractor. 			
Stakeholders Engagement	<ul style="list-style-type: none"> All the project stakeholders will be consulted and separate community level consultation meeting to conduct with the potential affected HHs. All the safeguard documents will be disclosed to all the relevant stakeholders before start construction works. All the stakeholders will be informed about the GRM and to be ensured their membership as a member of GRC. 	Pre-Construction stage	PIU Contractor	Safeguard team of PIU, PSC and D&SC
Loss of right to access Site Selection & implementing interventions: Human-elephant conflict	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. 	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC
	<ul style="list-style-type: none"> Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area. Elephant Human conflict need to be avoided. 	Pre-Construction stage	PIU	Safeguard team 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- meter distance from bridge construction area in order to minimize impacts on 	Construction stage	PIU	Social & Environmental specialist and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<p>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. Retaining wall need to construct that structure retain (holds back) any material (usually earth) and prevents it from sliding or eroding away. Ensured diversion / alternative bamboo made bridge for considering the bi-cycle, and Rickshaw movement, pedestrian and other transportation etc. The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents. 			
Increase in diversion road accidents	<ul style="list-style-type: none"> The contractor will prepare a response plan to accidents, it will ensure the victim to receive quick treatment. The movement of heavy machinery and equipment shall be restricted to diversion or temporary bridge. Proper signage to be displayed at diversion. Road diversions and closures to be informed well in advance to the local community. Local community will be trained on traffic management and awareness 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Quality construction work of the RCC girder	<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

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
bridge.				
Safety during construction of the RCC girder bridge	<ul style="list-style-type: none"> An unauthorized person entry to the proposed site should restrict strictly and ensure proper storage and control of hazardous materials on site. Child labors are not allowed for any kind of activities Site shall be secured by fencing and ridge (if needed). Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all workplace equipment Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance should be ensured by the contractors. 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> Construction camps should have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. 	Construction stage	Construction Contractor	Safeguard team 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	Safeguard team of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as earplugs, earmuffs, helmets, etc. should be provided by the contractor to the persons working in high-risk areas. 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Conflicts with existing users due to the scarcity of resource base.	<ul style="list-style-type: none"> A detailed assessment of the available resources and consent of the local representative for withdrawal of water from 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<p>existing surface water sources have been taken.</p> <ul style="list-style-type: none"> • If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up bore wells. • Local community must be consulted before start any construction works. 			
Labour Base Camp: Conflicts with the local residents	<ul style="list-style-type: none"> • An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp. • Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. • Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. • To be ensured adequate sanitation facilities in the labour camps. • 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	Safeguard team 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. 	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<ul style="list-style-type: none"> • Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress and dermatitis. • All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • 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. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. • Fire extinguishers should 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 			Specialists of PIU, PSC, and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<p>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.</p> <ul style="list-style-type: none"> • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks. • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made 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. 			

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<ul style="list-style-type: none"> • 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 should be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heatstroke, dehydration. • Ensure adequate quantities of drinking water are available at different locations within the site, • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities. • Ensure that all workers exposed to a risk are aware of the possible dangers. They should be given thorough training in how to protect themselves and there should be effective supervision to ensure that the correct methods are being using. 			
Traffic Accidents	<ul style="list-style-type: none"> • Clear diversion/temporary bridge markings and signage. • Diversion Road design to ensure traffic speed is not hazardous given slopes of the diversion. • Recording and reporting of accident incidents to local police station. • Annual reporting of accident figures to PSC 	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 RCC girder bridge taken care of by the concerned Union Parishad and 	Operation & Maintenance	Union council and Upazila Parishad	LGED

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	Upazila Parishad for sustainability.			
Traffic movement and economic enhancement	<ul style="list-style-type: none"> • LGED expecting that after completion of RCC girder bridge traffic movement will be increased, diverted traffic will be generated, lives and livelihood of people will be improved of the catchment area. • The important places will be well connected. • People will enjoy improved facility to connecting both side canal local school, college, and other educational institution. 			
Health & safety risks to workers & 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 & education Department

16. Positive impacts by the sub-project:

- The proposed sub-project implementation will contribute to better socio-economic conditions and positively impact the quality of life of the local community. The social opportunities that will contribute positive impacts are given below;
- Community 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 Rohingya people 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.
- Established RCC girder bridge structure with improved access to and out of the project area, creating 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 new constructed bridge.
- Increased travel speed and travel quality.
- Trucks and vehicles will be passing easily.
- 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.

17. Recommendations:

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

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

18. Conclusions:

Land acquisition will not be required for improvement of the subprojects. Furthermore, issues of relocation and population displacement are also not expected to arise during the construction of the subprojects. The proposed RCC girder bridge will be implemented over the government khal Dosori which is sufficient for implementation of the proposed subproject. A Management Plan has been prepared for mitigation of problems if any arise during the construction period. Additionally, the proposed sub projects are not expected to affect any community/cultural/archeological properties. The implementation of the proposed sub-projects is not expected to generate any significant negative social impacts. Therefore, implementations of the proposed sub-projects are safe and highly recommended.

The social benefits of this sub-project are diverse. Through the implementation of the subproject, direct and indirect employment will be generated through the engagement of construction work, which will positively impact the local community. The project will also require a good number of unskilled workers that will also be taken from the local community which also contributes to the local economy. People are expected to introduce modern health facilities for disadvantaged people such as women, PWD, children, the elderly, pregnant women and other vulnerable segments of the society to easy movement both sides of the canal. All these factors have incremental value on socio-economic aspects as well as local economy.

Therefore, implementations of the proposed sub-project is safely and highly recommended.

**Annex-1: At a Glance Key Findings by Social Screening of Replacement Girder Bridge under Pkg.-8.5
over the Dosori khal (Canal) under EMCRP**

Sl #	Name of Subproject	Package & Bridge Related Road ID	Nature of work	Location of Sub Project	Length of the RCC Girder Bridge (Meter)	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
1	Construction of 20.00m Long RCC Girder Bridge at Battali- Dosori in Ukhiya Upazila	Package No: EMCRP /W-8.5	RCC Girder Bridge	Dosori Khal, Vill: Katapara under Rajapalong Union, Ukhiya	20.00	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of 17.5 (According to Field Data)

SI #	Name of Subproject	Package & Bridge Related Road ID	Name of the Upazila	GPS Coordinates	RCC Bridge Length (Meter) (Insight Camp)	Road Length (Meter) (Outsight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Social Outcomes
1	Construction of 20.00m Long RCC Girder Bridge near Battali- Dosori Road in Ukhiya Upazila of Cox's Bazar District.	Both are Adjacent the Packages No: EMCRP /W-17.5 & 20.3	Ukhiya	Latitude Value: 21.248550 N & Longitude Value: 92.125828 E.		20.00	29/12/2021	11.00 AM	Sub project area	Local Stakeholders (Host Communities)	<ul style="list-style-type: none"> In this context, a social and environmental survey team were sent from the office of Project Director and D&S consultant, they visited the site of the proposed new bridge and surveyed and submitted a report. The report has been identified that the construction of the bridge at the proposed site of the khal would open a new milestone in the communication between the Rohingya and the local people. Hugs number of people of this periphery will get direct benefit to reach the Teknaf-Cox's Bazar highway even Upazila HQ as shortcut by saving time, cost and reduce existing distance from their residence at least 8-12 km. It is to be noted here that the road where the bridge is proposed to be constructed is also being developed through this project and work is in progress.
							29/12/2021	10.00 AM	UE office	Local Stakeholders (LGED & Upazila official)	

Annex-2: Pictures of Replaced Girder Bridge Location over Dosori Khal in Ukhiya Upazila



Present condition of 20.00m Long RCC Girder Bridge adjacent Battali- Dosori Road(Road ID: 422944006) in Ukhiya Upazila of Cox's Bazar District(EMCRP/W17.5



Present condition of 20.00m Long RCC Girder Bridge adjacent Battali- Dosori Road



Present condition of 20.00m Long RCC Girder Bridge adjacent Battali- Dosori Road

Annex-3: Social Screening of Proposed Construction of 20.00m Long RCC Girder Bridge adjacent Battali-Dosori Road (Package # 17.5, Road ID: 422944006) In Host Community

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The proposed sub-project RCC Girder Bridge will be constructed over the Dosori Khal and adjacent the ongoing Battali -Dosori Road (17.5) and Battali R&H Road (20.3) in Ukhiya Upazila of Cox's Bazar district. Based on field survey, the villages in the catchment area of the Khalkasapara, Horinmara, Dosori, Dosori, Kumarpara, Amin para, Khairaratipara and Khorolia Mora. GPS Coordinates: Latitude Value: 21.248550 N & Longitude Value: 92.125828 E. No tribal people were found in the catchment area of the Sub-project.

The implementation of the RCC Girder bridge will create a link between the two roads (Battali- Dosori Road (17.5 instead of 8.5, Road ID: 422944006) and Rajapalong UP office-Battali R&H Road (20.3) (Road ID: 422944088), which will be the beginning of a new horizon for the movement of people and goods in these areas.. On the east side, Katakhal river located at 200m east, Girls high school is located at 600m east, Battali graveyard is located at 200m east, Ukhiya Sadar Hospital is located at 750m east, Fire service station located at 500m east. On the west side, Khoyrati mosque located at 150m west, Aminpara Ebtedayi madrasa located at 350m west, Horinmara school is located at 400m west and Dosori Jame mosque located At 600m west of the subproject. On the north side, Rajapalong degree madrasa is located at 800m north, Jadimura mondir is located at 750m north, Kumarpara mondir is located at 250m north, and Rajapalong GPS is located at 770m north. On the south side, khoyratipara Buddhist temple is located at 150m south, Uttar Hazipara Jame mosque is located at 150m south and Khoyrati Govt. primary school is located at 350m south.

However, the proposed site for the RCC girder bridge has no installation other than an old existing bamboo bridge that is located on a running canal. This canal can be described as dry in winter and, conversely, survives in the rainy season. The direct implementation of the sub-project is expected to benefit a large number of local people.

Sub-project Location:

20.00m Long RCC Girder Bridge issituated under village: Harashiya and Khalkasapara, ward: 2 & 3, Mouza: Totakkhali, Union: Rajapalong of Cox's Bazar Sadar Upazila in Cox's Bazar district.

Important Features of Sub-project Location

Name of proposed Sub Project	Construction of 20.00m Long RCC connecting Girder Bridge at Battali-Dosori Road (Proposed to replace from other road).
Package Number	EMCRP/W-8 (5)
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
Ward No.	2 &3
Catchment Area House Hold	1815
Catchment Area Population	9075 (4628 Male 4446 Female)
Distance from Upazila Head quarter	2 Km
Proposed Sub-project Interventions	20.00m Long RCC Girder Bridge
Status of Land Acquisition	No
Status of Resettlement	No
GPS Coordinates	GPS Coordinates: Latitude Value: 21.248550 N & Longitude Value: 92.125828 E
Ownership of proposed Land	Government

Expected construction period: 270 working days.
Description of the project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted:
Answer: Within the range of Girder Bridge area have no Historical and Archeological structure has been found that is why no question to generate any adverse impact in this regard. In the consultation meeting it has revealed that no elephants' corridors exist in the proposed sub-project Location. The LGED, Local community and D&SC jointly finalized the construction place after discussion. The project intervention area will be adjusted on the running canal but the influence area should consider nearly half a kilometer radius around the proposed site. The important part to note is that no household structures or trees and livelihood will be affected by this construction activity.

Section C: 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: No foreign workers will be required for the construction work of the proposed sub-project. Based on consultation with the Local authority, most of the workforces are available in the Host Community. If contractors need to hire some skilled workers from outside to the project area for implementing work as per the contractor's need. It is clearly discussed in the FGD.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Project always encouraged to hire local people as workers from the local workforce as the project required because in subproject area have enough workers, both skilled and unskilled.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: For the remaining period of the project, In based on FGD approximately 20 skilled and unskilled workforces (Per day on average) are expected to be required for the construction work. Among them 04 will be skilled and 16 will be unskilled workforces.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements? Answer: Labors are available in this area, enough unskilled and some skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skilled labor by 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? Answer: Most of the workforces are expected to be hired from local community, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constructions labor shed is available in this sub project area.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of the local population in the project area? Answer: The size of the local population in the project area is near about 9075. Male-4628 and Female-4446. Total Households are near about -1815.</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.</p> <p>Is the project located/being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: The project is located in an area that is usually frequented by outsiders.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Due to the movement of heavy vehicles, Dust and noise can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise, small accidental cases both pedestrian and surrounding peoples who are living in close proximate.
Based on the socio-economic, 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: Excepted little percentage of skilled workforces, most of the workforces are expected to come from local communities and they belong to same socio-economic, cultural, religious or demographic background.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Incoming workers are very low in numbers, so there will be no competition in using of resources.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming worker's 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 that may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • To some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with the local community where their opinions have been received with great honor. The implementing contractor will conduct consultation meetings with the community people after the finalization of a contractor.</p> <p>✓ Are local people aware of the laborers?</p> <p>Answer: Local people are very much aware of local laborers 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 meetings and informal interactions with the local community have been conducted effectively.</p>

C.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				

1. Will there be any land acquisition?		√		No land will be required to intend Proposed RCC Girder Bridge construction.
2. Is the site for land taking known?	√			RCC Girder Bridge will be constructed on Government khas land. Meanwhile, the Local community, Union Parishad, people on both side of the road & the government relevant department has given their consent to intend the bridge construction.
3. Is the ownership status and current usage of land to be required temporary known?	√			This is respective Government-owned land.
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.
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 RCC girder bridge.
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 minimizing land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to respective 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 livelihood will not be hampered or lost by the Construction of the RCC girder bridge.
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's access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of the poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, the project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: local community, People of both sides of the Khal (canal), Students, Religious leaders, implementing agencies and their agencies, Labors, CBO, Local elected representatives, Local Administration, LGED, DoE, DoF and local and international NGOs working with the community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the				

<p>proposed policy or project. Moreover, the conducive environment in terms of social and cultural perspective exists in the project area that is why stakeholders will get positive benefit from the project considering the scope of equal participation.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, obviously the EMCRP project objectives is very much positive consistent with the respective stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of the construction of the bridge, the various stakeholders especially women and vulnerable groups will get easy access to communicate from 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 time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success? Answer: There are some social risks that might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be a hike of essential commodities in local hat Bazar. • Incoming laborers may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. Answer: The project authority has been conducted several consultations with the potentially affected community and people. During site selection, LGED officials have been conducted several meetings with the local community and local government representatives, local elites, CSO, School teachers, and students regarding the construction of the Bridge. During the screening, the consultant of Design and supervision consultant and PIU consultant, and LGED also organized the consultation meetings and informed them about project objectives and other safeguard-related issues. They also provided their feedback which is given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that the decision of bridge construction will increase cash flow when they join two places that complement each other economically. It can have a powerful impact when an area that has a large money supply is connected to one that has goods or services to sell or people who need work. The same is true when a community that has raw materials gain easy access to another that has factories able to convert them into salable goods. • Peasant and producers of the catchment area will get fair price of their commodities due bridge 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. • Attendance rate of school going children will be increased as well as enrollment rate. • Bridges can extend a network by acting as a repeater.

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. Those are given below;

Section	Main Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/ Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1: Sub-Project Interventions	RCC Girder Bridge will be constructed on existing alignment/ Project defined connecting road on both sides of the canal under Ukhiya Upazila in Cox’s Bazar.					
2:Pre-construction 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 RCC Girder Bridge will be constructed on existing alignment/Project defined Connecting road on both sides of the canal which entirely Government land.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	✓ 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, opportunity of work little bit reduced. Local people particularly woman labor should get prioritywith equal payment at the time of labor recruitment.Code of conduct required for the Rohingya labours and outside labours.During construction work social safeguard compliance should be maintained properly by the contractor	PIU consultant, PSC and D&SC	✓ Labor wages payroll ✓ Interview with labour ✓ Frequent visit by D&SC and PIU personnel ✓ Copy of code of conduct	Weekly basis

	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	<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 institutions like; Educational institution, Mosque, temple, archeological structure should 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"> An unauthorized person entry to the proposed site should restrict strictly and ensure proper storage and control of hazardous materials on site. Health and safety training to the Rohingya labors All the camp labors to wear ID cards Child labors are not allowed for any form of activities Site(s) shall be secured by fencing and manned at entry points 	Construction Contractor	<ul style="list-style-type: none"> ✓ Labor camp 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 relevant authority Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication should be in the 	Construction Contractor	<ul style="list-style-type: none"> ✓ TMP & TCP available in place ✓ Interview of pedestrians and vehicle riders Signpost, signage, signboard, billboard, leaflet etc. ✓ Report of 	Monthly basis

			<p>TMP where parking lot will be established and how it will be managed.</p> <ul style="list-style-type: none"> • Adequate arrangement should be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. • Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians. <p>Traffic signs should be both in Bangla and Rohingya language at appropriate places.</p>		<p>awareness raising event on traffic management</p> <ul style="list-style-type: none"> ✓ Physical visit of divert roads ✓ Traffic sign both Bangla and Rohingya language 	
	Safety during construction of the RCC Girder Bridge 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 should be ensured by the contractors. • Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. should be provided to the persons working in high-risk areas. 	Construction n Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Training register /Documents on Social safety matters ✓ Checking stock register of personal protective equipment (PPE) 	Fortnightl y basis
	Drinking water and sanitation facility for male and female workers	Low impact may be generate d	<ul style="list-style-type: none"> • Construction camps should have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing place. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Check tubewell ✓ Water quality test randomly ✓ Check sanitation facilities ✓ Check bating places 	Weekly basis

	Noise from construction works	Low impact may be generated	Construction activity shall be restricted to day time 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
	Labor Base Camp: 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 should be arranged for the labors at labor camp. ✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. ✓ Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. ✓ 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"> ✓ 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 	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 	Daily site visit/inspection.

			<p>live systems.</p> <ul style="list-style-type: none"> ✓ 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. ✓ Awareness training sessions should be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration. ✓ Based on ESMF construction contractor will deploy Social ✓ Safeguard officer to ensure safety measures. 		<p>site post, signboard, Walkway, road direction, festoon containing precautionary measures</p> <ul style="list-style-type: none"> ✓ List of Personnel equipment materials ✓ Training document checking ✓ Contractor will be ensured to PMO whether they have recruited SSO & validation of documents. 	
	Traffic Management	<p>The low impact may be generated during construction even some times After construction</p>	<ul style="list-style-type: none"> ✓ Clear Bridge markings and signage ✓ Bridge 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 	<p>Construction Contractor and Monitored by Consultant of PIU and D&SC</p>	<ul style="list-style-type: none"> ✓ No. of the accident took place ✓ Marking and signage of road ✓ Record of the Police Station and PSC ✓ Newspaper 	<p>Monthly basis</p>

4: Operational Phase	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	The low impact may be generated during construction even some times after construct ion	<ul style="list-style-type: none"> ✓ Ensure preventative maintenance schedule is followed. ✓ Regular inspections of potential leaking points. 	Education department	<ul style="list-style-type: none"> ✓ Number of complaints received ✓ Check maintenance cost ✓ Physical verification and site visit 	Quarter ly basis
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*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: 5: At a Glance Public Consultation of replaced Girder Bridge on Dosori Khal under EMCRP/Pkg.-W 8.5

1. Project Stakeholders:

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

2. Methodology:

Adoption of appropriate methodology plays very crucial role to prepare Social Screening of Sub-project. A participatory process has been followed to conduct Social Screening. Participatory public consultation has been held at the sub-project level with the participation of community people, local elites, local elected representatives CSO members, and local elected representatives. There are some PRA tools are used for collecting data like; FGD, key informant interviews, Social Screening Form (SSF). In public consultation meetings held at the sub-projects level, has taken adequate measures to inform the project beneficiaries and stakeholders about project-related information like; Project Development objective (PDO), Project intervention and project benefit. The local communities also provided some valuable suggestions for smooth implementation of the project that has also been incorporated in the report. In addition, effective mitigation measures have also been reflected in SMP in **SL#15**

3. Issues Raised by the Participants:

The following feedback, suggestions and recommendations from the participants:

- ✓ At the time of construction, pedestrians may face difficulties in construction works, which need to be adequately addressed.
- ✓ Temporary fencing, barriers, barricade, diversions and traffic sign will be given in appropriate places.
- ✓ Alternative pathways need to be constructed for smooth movement of the traffic.
- ✓ Local people shall get adequate attention from the contractor and project authority.
- ✓ Quality of construction work shall be properly ensured.
- ✓ Security guards will be appointed from the local workforces.
- ✓ During construction, vulnerable section will be given due importance.
- ✓ Local labors should prioritize in the construction 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 RCC Girder bridges construction will improve the easy movement of the local communities as well surrounding village peoples.
- ✓ Traffic movement will be faster.
- ✓ Transport cost of the local people will be reduced.
- ✓ Time-saving
- ✓ Traffic will be generated, which will increase the economic value of the road (both side road of the Khal) as against the investment cost. Employment opportunities will be increased.

- ✓ Security of the communities will be improved as they will have improved access to institutions.
- ✓ Peasants and producers of the catchment area will get a fair price of their commodities due to bridge construction.
- ✓ Transportation system will be easier, which will save the time and effort of community people
- ✓ Local industry will flourish
- ✓ Upazila and district level Hospitals will be connected to the local community that will ensure their improved health facility.
- ✓ Voter of the people can cast their vote due to an improved communication system.
- ✓ Attendance rate and enrollment rate of school-going children will be increased
- ✓ RCC Girder Bridge should be constructed above flood level.

5. Conclusion:

In conclusion, it can be clearly determined that the sub-project will generate tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment area peoples. Particularly, poorer and vulnerable segments of the society will benefit the most from this sub-project.

Annex: 6: Photographs of Consultation Meeting with Stakeholders



Consultation Meeting of 20.00m Long RCC Girder Bridge at Battoli-Dosori road in Ukhiya Upazila of Cox's Bazar District (W17.5)



Consultation Meeting with Upazila Engineer & other Officials

[illegible]

উন্নয়নী ভিত্তিতে যোগিস। সংস্কট যোগাযোগের মানি লেভার প্রকল্প

Public Consultation Participants List

સમય: 10:00 am

তারিখ : 29.12.21

20.00m Long RCC Girder Bridge at Battali-Dosari Road. (Road ID: 422944006)

২৫ নিমিত্ত স্থান : Office of the Upazila Engineer

स्थान : **Rajapalong**

एवम्भूतः 2 and 3

ଅବଧାନ : Ukhiya.

উচ্চারণ : Ukhiya

জেলা : Cox's Bazar

‘ମହା ଶାଢ଼ୀୟନ’ EMCRP-W-8.5

अभ्यासकरीणस्य सहाय्य (परिचयः ७ भागः)

क्र.सं.	नाम	वयस	पुरुष/महिले	वर्ग	प.सं. / टिपसह
1	Mr. Karim Uf	84	पुरुष	CGED	
2	मुहम्मद अल मुहम्मद	99	—	सि. मुहम्मद कासम	
3	मुहम्मद हज्ज	89	—	—	
4	Mahmud Khairan	57	Male	Diriya	
5	Mr. Shafiqul Kabir	57	Male	FREEMAN	
6	Mohammad Thashidul Islam	30	Male	UAE, CGED	
7	Mr. Asrafud 9.8m	32	male	3.8m CGED	
8	Mr. Singsi Islam	30	Male	PM, Thidji (Anon)	