



# Government of The People's Republic of Bangladesh

Ministry of Local Government, Rural Development and Co-operatives

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



### Report on Outcomes of Social Screening on Proposed Improvement by RCC Pavement of Miyarakata Road under Additional Financing Package # EMCRP/AF/W-15

Funded by:



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



Development Design Consultants Ltd.

March 2022

## Contents

<b>1. Background of the Project:</b>	<b>4</b>
<b>2. Location of Sub-Project</b>	<b>4</b>
<b>3. Map of Cox's Bazar District with Project Location</b>	<b>5</b>
<b>4. Methodology:</b>	<b>7</b>
<b>5. Summary of Key Findings:</b>	<b>7</b>
5.1 Summary Impacts:	7
5.2 Existing Condition of the Proposed Roads:	7
5.3 Condition of Existing Road:	8
5.4 Users Opinion:	8
5.5. Construction Induced Impact Issues:	8
5.6. Construction Yard and Requisition of Land (If required):	8
5.7. Road Connectivity & Feature Benefit:	9
5.8. Impact Mitigation Measures:	10
<b>6. Consultation:</b>	<b>10</b>
Table: 1: Summary of Consultation Meetings/ FGDs Participant's Number	11
Table: 2: Summary of Consultation Outcomes	11
Local government	11
and civil society's	11
Table: 3: Attendance of Local Community Consultation as Follows	13
<b>7. Contractor and Labor Management:</b>	<b>14</b>
Table No: 4: No of Labor and Total Active Working Man Days	15
<b>8. Labor and Contractors Management Due to COVID-19:</b>	<b>15</b>
<b>9. Traffic Management:</b>	<b>17</b>
<b>10. Grievance Redress Mechanism (GRM):</b>	<b>17</b>
<b>11. Positive Impacts by the Sub-Project:</b>	<b>18</b>
<b>12. Social Management Plan (SMP):</b>	<b>19</b>
<b>13. Recommendations:</b>	<b>30</b>
<b>14. Conclusions:</b>	<b>31</b>
Annex-01: At a Glance Key Findings by Social Screening of Improvement by RCC Pavement in Miyarakata Road	27
<b>Description of Improvement by RCC Pavement in Miyarakata Road. (According to Field Data)</b>	<b>27</b>
Crest / Top Width of Package of Improvement by RCC Pavement in Miyarakata Road. (According to field Visit)	29
Annex-02: Pictures of Existing View & Location of Improvement by RCC Pavement in Miyarakata Road from Ch. 00.00 to 2000.00m under Package Number EMCRP/AF/W15 & Road ID: 422452024, LGED. .	32
Annex-03: Social Screening of Improvement by RCC Pavement in Miyarakata Road from Ch. 00.00 to 2000.00m under Package Number EMCRP/AF/W15 & Road ID: 422452024, LGED.	33

Annex-4: Screening Findings and Mitigation Measures .....	39
Annex-5: At a Glance Public Consultation of Improvement by RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00m under package number EMCRP/AF/W15 & Road ID: 422452024, LGED.....	45
Annex-6: Photographs of Consultation Meeting of Improvement by RCC Pavement in Miyarakata Road from Ch. 00.00 to 2000.00m with Stakeholders under package number EMCRP/AF/W15 & Road ID: 422452024, LGED. ....	47
Annex-7: Photographs of Improvement by RCC pavement in Miyarakata road Present Condition from Ch. 00.00 to 2000.00m under package number EMCRP/AF/W15 & Road ID: 422452024, LGED.....	47
Annex-8 to 9: List of Participants Attended in a Consultation Meeting of Improvement by RCC pavement in Miyarakata road under package number EMCRP/AF/W15, LGED.....	49

## Abbreviations

Abbreviations	Descriptions
AF	Additional Financing
ARIPA	Acquisition and Requisition of Immovable Property Act;
BP	Bank Policy
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-AF	Emergency Multi-Sector Rohingya Crisis Response Project- Additional Financing
ESMF	Environmental and Social Management Framework
FGD	Focus Group Discussion
FRE	Field Resident Engineer
GPS	Government Primary School
GRC	Grievance Redressed Committee
GRM	Grievance Redressed Mechanism
HBB	Herring Bone Bond
GRS	Grievance Redress System
IUCN	International Union for Conservation of Nature
LGED	Local Government Engineering Department
MoLGRD&C	Ministry of Local Government Rural Development and Co-operatives
MoPME	Ministry of Primary and Mass Education
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
PSF	Pond Sand Filters
RCC	Reinforced Cement Concrete
RF	Resettlement Framework
RRRC	Refugee Relief & Repatriation Commissioner
RPF	Resettlement Policy Framework
SMP	Social Management Plan
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic Control Plan
IP	Indigenous Peoples

## 1. Background of the Project:

The Department of Local Government Engineering (LGED) under the Ministry of Local Government, Rural Development and Cooperatives (MoLGRD&C) is one of the government agencies to implement the World Bank-funded Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Additional Financing (AF). The project is designed to reduce the risk of displaced Rohingya population (DRP) with community people in all Upazila's under Cox's Bazar district. The main goal of the project is to improve the existing disaster resilience system and improve the delivery of social services to the DRP and the community. This project will follow a sustainable development path that is resilient to the effects of disasters and climate change.

According to the revised DPP for additional funding, nineteen work packages have been selected for various construction activities, of which seven packages are road packages. This screening report is being prepared for improvement by Reinforced Cement Concrete (RCC) Footpath (Package No. EMCRP/AF/W15) of Miyarakata Road in the community of Kutubdia Upazila under Cox's Bazar district following the guidelines of ESMF and RPF.

The existing LGED-owned Miyarakata Road (Village Road Type-A) will be developed by Reinforced Cement Concrete (RCC) under this sub-project and the existing road is 3.7-m wide. Existing road sections are mixed with HBB and RCC in very poor condition. Due to mudslides and potholes during the rainy season, local's peoples are unable to use the road. Even vehicles are not able to move safely on the road. That is why ordinary people are suffering while walking on the road. In the interest of uninterrupted traffic flow and public safety as well as the greater good of the local population, this village road will be developed by RCC for stability and sustainability and maintenance costs are almost negligible. It has been ensured that the proposed road will be fully owned by the government land on an existing alignment with an average width of 3.7-m with a slope of 0.6 m on both sides.

This brief report includes potential impacts, proposed mitigation measures, consultation methods, and monitoring procedures. All project activities will be conducted within the existing government land and there is no need to take any additional land and donated land for this proposed sub-project.

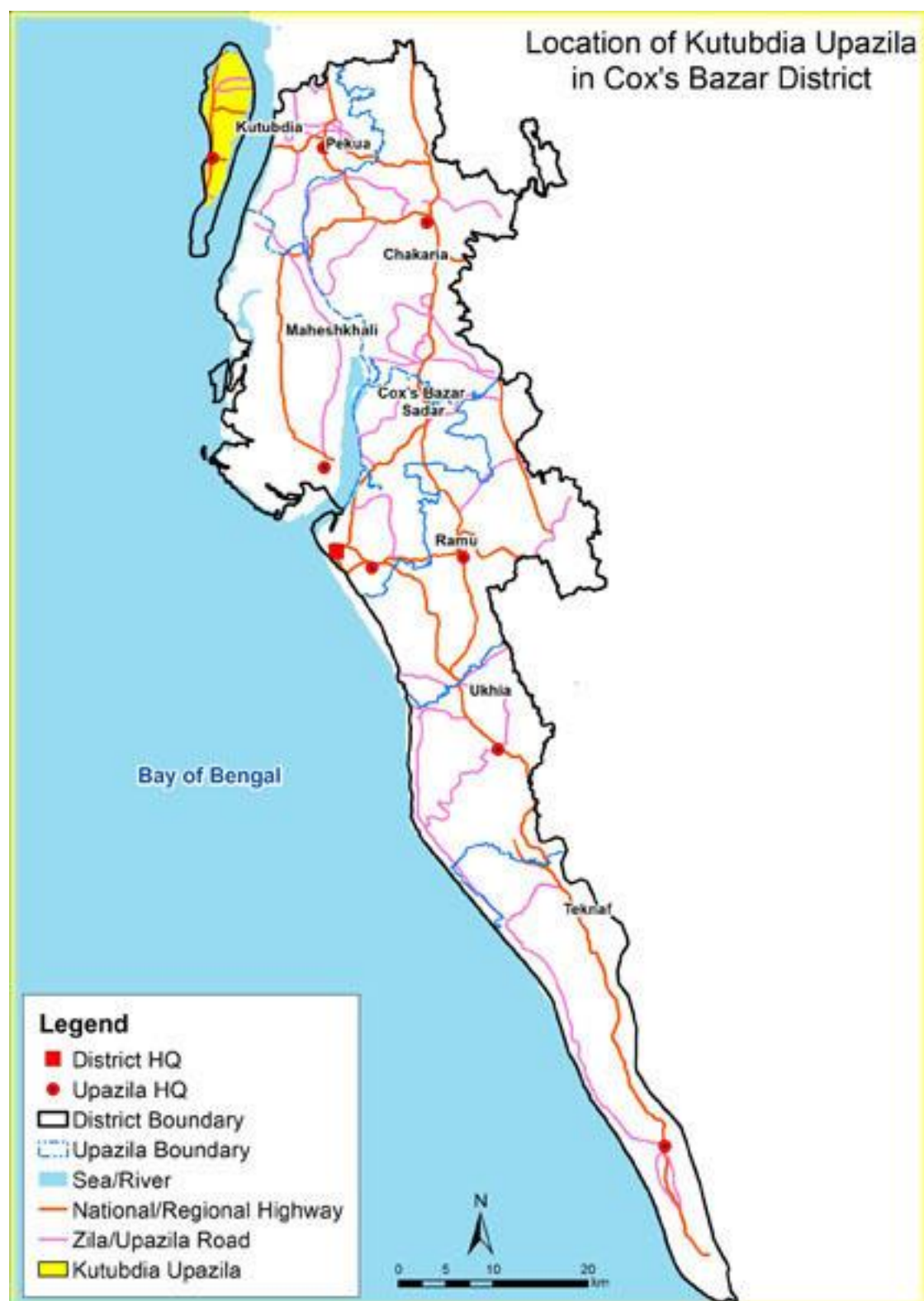
The social screening survey was conducted by the D&SC social team, following the guidelines of ESMF and RPF and the results indicate that detailed implementation of the sub-project will not affect any tree, structure, community property or any other resources mentioned in Annexure 01. Implementation of this sub-project will not require land acquisition and displacement of population/settlements, shops and no felling of trees.

## 2. Location of Sub-Project

Name of District	Name of Upazila	Name of Union	Catchment Area Villages	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Average Crest/Top width 3.7 meters & both side slope 0.6 meter)				Within DRP (Meter)	Within the Host Communities (Meter)	Intervention Types
							Left slope	Crest/To	Right slope	Total width of			
Cox's Bazar	Kutubdia	Uttar Dhurong	Madan Miah Hazipara, Hyderpara, Miyarakata, Kalamar Para, Pillar Para and Moshjid Para	LGED/EMCRP/A F/W15	Improvement by Reinforced Cement Concrete (RCC) Pavement in Miyarakata road from Ch. 00 to 2000.0m & Road ID: 422452024	2000	0.6	3.7	0.6	4.9	-	2000	Existing Broken Reinforced Cement Concrete (RCC) and Herring-bone Bond (HBB) road will be improved.

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

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





## Emergency Multi-Sector Rohingya Crisis Response Project

Improvement of Road by RCC pavement in Mirakata, Kutubdia under Package No.: EMCRP/AF/W15



#### 4. Methodology:

A team consisting of Development Design Consultants Limited inspected the package EMCRP / AF / W15 and conducted Focus Group Discussion (FGD) with relevant stakeholders and participated in formal and informal meetings with the local community before conducting the screening. Local LGED representatives provided the necessary assistance to the screening survey team. A structured questionnaire was used to obtain the necessary basic information related to population, family, land acquisition requirements, land ownership, land loss, resources and other factors. The FGD method was used to capture community feedback and feedback on the sub-project through interviews with key informants and, most importantly, through stakeholder consultation meetings.

#### 5. Summary of Key Findings:

##### 5.1 Summary Impacts:

The local LGED team and the Safeguard team from the consulting firm inspected and screened the entire 2km road alignment to conduct the consultation meeting. The team has held detailed discussions with various stakeholders, including local elected bodies (LEBs) and community members, and confirmed land ownership for the proposed sub-project. The screening report also confirms that the proposed sub-project will not affect any structure, tree or any other resource. Existing roads such as RCC and HBB have an average width of 4.9 m with a slope of 0.6 m on each side. So no additional land is required. All roadside people, including road users, have been consulted and they are all in favor of the sub project.

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

It is expected that subproject may not require huge land for the stake yard and labor shed. Existing nearby UP office premises will be used for labor shed and road side empty land will be used to keep the construction materials. The Union Parishad (UP) has agreed to cooperate to keep construction materials at any nearby vacant government land. Non-technical labors are available in this locality, only technical labor's needs to hire from outside. In particular, female participation in the construction work at the rural level is extremely poor. As such, the Labor influx and GBV will not be created any problems during construction.

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

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

Overall, the sub project impact will be positive.

##### 5.2 Existing Condition of the Proposed Roads:

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

EMCRP/AF/W15 Miyarakata road within the community at Uttar Dhurong Union of Kutubdia Upazila under Cox's Bazar district and present condition of this road is two categories such as RCC and HBB are poor conditions. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use some portion of the road due to muddy and potholes. Even vehicles could not ply along the road. The community expressed that if road is being developed then it will be generated tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment areas peoples. Peoples will get easy health and others government facilities. Particularly, easy movement



will ensure for the vulnerable sections of the communities such as; older peoples, PWD (Persons with Disability), women's and children from this sub-project. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the road alignment is found empty. Structures, trees, community properties or any other assets will not be affected by the sub-project. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

### **5.3 Condition of Existing Road:**

Existing condition of proposed sub project is poor Reinforced Cement Concrete (RCC) and Herring-bone Bond (HBB). Due to muddy and potholes through the road is currently unusable during rainy season. Local community and users have informed the survey team that, in rainy season/foggy condition/dry season and during disaster many accidental incidents have been occurred, especially sick and pregnant women are facing difficulty to passing along the road. Details in Annex-7.

### **5.4 Users Opinion:**

Two (2) consultations have been conducted with road users, local community, stakeholders and elected local government representatives such as chairman, ward member, and respected officials of Upazila LGED office, elite persons, religious leader, disable person, transport divers and local businessmen were attended in consultations. In view of consultation with road users and community it has revealed that, after improvement of this proposed road the transportation system's efficiency will increased at servings travel and fulfill access related need's goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and will be reduced drop out of school going students and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights etc. The road network Strengthening and widening has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of this road peoples of this locality easily get the transports facilities to move the hospital without any trouble.

### **5.5. Construction Induced Impact Issues:**

Since, improvement of the road is being implemented in an existing road alignment and it's a government-owned land, there is no land acquisition or any kind of relocation needed. However, during improvement of the road, movements of heavy vehicles for carrying construction materials may cause damage of road or assets. If any damages are reported, LGED will ensure consultations with union Parishad and local communities along with contractor to take mitigation measures according to ESMF and RPF.

As experience from the other ongoing subproject works, we are not expecting any construction related impacts will be migration of labors to the construction work of this sub project.

In addition, LGED has been suggested to construction contractor that to avoid damage of rural roads, contractor should be mobilized construction materials along strong paved road or highway then bring it at site by small motorize and non-motorize vehicles or using alternative.

### **5.6. Construction Yard and Requisition of Land (If required):**

The LGED has conducted necessary consultations with stakeholders regarding the construction yard. It has been confirmed that the contractor will use vacant government land as a construction yard during the improvement of the roads. In the event that the contractor needs additional land for the construction yard and no government land is available, land can be rented from the private landowners for a certain period. However, if LGED prefer to requisition the land, the following steps will be followed.

For requisition of land for temporary purposes, the Acquisition and Requisition of Immovable Property Act

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

Under the ARIPA 2017, The Deputy Commissioner (DC) determines the value of the requisitioned assets under section 21 (1) and 21 (2) with due consultation with the landowners. According to section 21(6), requisition is allowed only for 2 years. If land is required more than 2 years, a new contract is required with the land owners with an agreed compensation rate. Under section 23, DC will pay the compensation to the land owners. If the land requisitioned has standing crops cultivated by a tenant (Bargadar) under a legally constituted written agreement, the law requires that compensation money be paid in cash to the tenants as per the agreement. Under no circumstances, should land requisition be allowed 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.

### **5.7. Road Connectivity & Feature Benefit:**

Proposed road will be connected with the nearby existing Road & Highway Azam road (south side) and WAPDA embankment (north side). The main improvement target of the road is to improve the communication system of rural peoples, so the people of respective territories can move easily from one place to another that will ultimately contribute to improved living standards. Through this road, existing traffic will be increased, traffic will be diverted from other roads and new traffic will be generated, lives and livelihood of the people of catchment areas will be improved, important places and institutions will be well connected and student of these periphery able to get easy access, women and elder peoples of these periphery able to get easy access, people will enjoy improved connection to local schools, colleges, , other educational institutions and peoples can travel easily to various places such as hat-Bazar, Upazila headquarter, mosques, temple and other important places and can save time and costs. Drop out of school going children's will be reduced due to paved road for easier movement. Land value of this periphery (surrounding area) will increase gradually. In addition, after completion of project interventions, the following facilities will add in regular life of these localities, which will contribute an incremental value in national economy as well;

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related need's goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods.
- Reduced pollution and GHG (Greenhouse gas) emissions.
- Well connectivity with the existing road network will ensure.
- To improve trade and commerce facility.
- To reduce road accident and improve safety movement.
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of this road peoples of this locality easily get the transports to move to the hospital without any trouble.
- The social group has consulted with the local people about the opportunities to create direct and indirect employment for both men and women in the area. The team also focuses on changing the characteristics of job creation and household income growth, thus improving the socio-economic status of people, families and society and developing a level of awareness.
- Poverty situation in Bangladesh and Poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has

achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.

- The Government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure approach of social safety net.
- The World Bank has identified job creation as the country's top development priority. To do so, Bangladesh will need to remove the barriers to higher growth posed by low access to reliable and affordable power, poor transportation infrastructure, limited availability of serviced land, uncertain and complex business regulation, rapid urbanization and vulnerability to climate change and natural disasters, among others. This sub project will contribute to reduce the above barriers.
- Maximizing income-generating opportunities will be created for rural peoples in the project areas, particularly the poor and women, through the construction work as well as maintenance of the improved transport network. In connection that, during the project implementation period it is assuming that changes in employment generation in terms of direct and indirect employment caused by the project intervention.

#### **5.8. Impact Mitigation Measures:**

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

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

#### **6. Consultation:**

Communication with relevant stakeholders is essential to inform the public about the sub-project. Involving stakeholders in the process will ensure that the views and concerns of different groups have been taken into account to facilitate the smooth execution of the project.

A total of 26 participants were present at the consultation meeting shown in Table-1. The Social Security Team of EMCPR conducted a stakeholder consultation meeting at the Upazila Engineer's Office with the active participation of Upazila level government officials, local government and civil society representatives. Twenty-seven (27) participants (union council chairmen, members and local stakeholders participated in the consultation and provided valuable feedback / suggestions / feedback on sub-project implementation. Women are reluctant to participate in public consultation due to conservative mentality. / FGD results are outlined in Tables 1, 2 and 3 below;

**Table: 1: Summary of Consultation Meetings/ FGDs Participant's Number**

No.	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
1	14/03/2022	Union Parishad Chairman, UP Members & Local Stakeholders	27	0	27
Total participants			27	0	27

**Table: 2: Summary of Consultation Outcomes**

Issues	Questions Raised By	Opinion and Questions	Reply from LGED
Compensation	Local government and civil society's	Have any compensation provision if affected any assets by the project?	Yes, in case of loss of any property, LGED will take necessary steps for compensation in accordance with RPF, WB operational procedure (OP) and relevant government rules and regulations (ARIPA-2017).
Vulnerable HHs/severely affected HHs	Religious leader, 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 per RPF instructions. In addition, contractors will employ vulnerable HH members as unskilled workers during construction if they so desire.
Improvements of local business facilities	Local Elites and Businessmen and Road users	Local Business facilities will be increased after road development?	Yes, after the development of roads, economic transactions as well as business related communication will increase, which will contribute to the national economy.
Grievance redress committee	Union Parishad Chairman and member, local Government and civil society's	If we have any grievances, what are the processes to raise the grievances?	The LGED develops and establishes a management system to resolve any grievances related to the sub-project. People can enter their grievances in writing in a register book kept in the office of the Upazila Engineer and at the construction site.
Structure	Businessmen and Road users Union Parishad Chairman & Members.	Any structure will affect?	No structure was identified in RoW during the screening. However, if any structure is damaged or identified during implementation, compensation will be provided following RPF guidelines.
Land	Union Parishad Chairman & members, Upazila level Government officials, local Government and civil society'	Except RoW any additional land will be required?	Sub project will be implemented with existing roads. So, additional land will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
Livelihood	Local Government representatives, and civil society's	Livelihood will be hampered?	Livelihood will not be hampered.

Issues	Questions Raised By	Opinion and Questions	Reply from LGED
CPR	Local Government representatives, and civil society's	Any community properties will affect? Or if affected what sort of mitigation measures will take by LGED	No mosque, temple, historical or cultural site will be partially or completely affected during the implementation of the sub-project.
Trees	Local Government representatives, and civil societies.	Any Trees will affect?	The project always seeks to avoid the felling of any tree. If the tree needs to be cut down, the owner of the tree will be compensated as per the guidelines of RPF.
Business loss	Local Government representatives and local businessmen	Any permanent or temporary business will be affected?	During the screening, no business was identified on the proposed RoW. However, there are a few stores outside of the proposed RoW. Anyway, If they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Union Parishad Chairman & members, local people, local businessmen.	Are there any Job opportunities for the daily labor?	Yes, road development will create job opportunities for local skilled and unskilled workers.
Safety of the construction work	Civil society's, Union Parishad Chairman & members	During construction work accident may occur, have any plan to mitigate these issues.	Yes, the safety of construction work will be strictly maintained. Prior to the commencement of work, liaison staff and the local community will arrange a safety-related adaptation.



**Table: 3: Attendance of Local Community Consultation as Follows**

Package Number	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
EMCRP/AF/W15	Improvement by Reinforced Cement Concrete (RCC) Pavement in Miyarakata road from Ch. 00 to 2000.0m. Road ID: 422452024	14/03/2022	Union Chairma n office room of the Uttar Durong Union Parishad	27	0	27	<p>The following issues were discussed during the consultation meeting with Community and Institutional stakeholder;</p> <p>1. Who will coordinate with construction work?</p> <p>2. Who will monitor the activities?</p> <p>3. Will ensure Safety issues within construction area?</p> <p>4. Asked about GBV or other harassments.</p> <p>5. Have any scopes to entry any grievances?</p> <p>5. During construction to need additional private land for temporary basis?</p> <p>6. Livelihood of local people will be hampered?</p> <p>7. Have any scope for local labour?</p> <p>8. Road will be Blocked during work.</p>	<p>Responsible for the overall implementation of the LGED project, also responsible for coordinating and monitoring the progress of all aspects through the PMU, including the Upazila Engineers, XEN, D&amp;S Consultants and the PMU Safeguard Team.</p> <p>Health and safety training of workers will be ensured during construction for safety and satisfactory mitigation measures will be ensured against any adverse effects.</p> <p>Due to low participation of female labor force, GBV training will be ensured in the workplace before commencement of construction work to avoid any conflict with male workers.</p> <p>Also informed the participants that LGED will implement this sub-project with the community participants and there is an opportunity to lodge a complaint at UZ level GRC.</p> <p>No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work.</p> <p>No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work.</p> <p>Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.</p>
<b>Total participants</b>				<b>27</b>	<b>0</b>	<b>27</b>		

The key outputs of stakeholder consultation meeting are (See Annex- 8 & 9):

1. Effective collaboration held on the consultation/ FGD meeting between the stakeholders and LGED regarding these sub-projects' implementation.
2. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
3. If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF.
4. Availability of first-aid boxes at the proposed sub-projects site.
5. Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
6. Avoiding and minimizing adverse social impacts for the site selection, design and construction.
7. Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-projects.
8. Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
9. Ensuring prevention of social conflicts and grievance management during construction period.
10. Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)
11. Ensuring equal wage for female labor including site security and facilities.
12. Ensuring that GBV is not occurring at the working site.
13. Ensuring adequate precautions about COVID 19 during construction work.

## **7. Contractor and Labor Management:**

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local Community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractor 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, 8-Labors, skill: 2 (25 %) and unskilled: 6 (75 %) assuming to be generated during construction work within 2160 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, labor 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 contractor to keep their working area and stacking areas free of garbage, debris and wastes, and free of dust for ongoing EMCRP (AF) work areas. They will responsible to keep all bulk construction materials such as stone chips, sand, steel etc. covered with plastic sheet. Labor is very scarce in this locality because of the movement restrictions imposed due to COVID-19 pandemic. Contractors who are working

in other road in LGED Cox's Bazar have reported that they are facing a shortage of labor in all on going sub projects and accusing reason for delays in ongoing construction works. Non-technical laborer are available in this locality, only technical labor 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 Labor influx and GBV will not be created any problems during construction.

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

Package & Road ID No.	Name of Sub-project	Length (Meter)	Tentative labor (No)	Days	Total active working days
Package Number: LGED/EMCRP/AF/W15 & Road ID: 422452024	Improvement by RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00 m.	2000	8	270	2160
<b>Grand Total =</b>		<b>2000</b>	<b>8</b>	<b>270</b>	<b>2160</b>

## 8. Labor and Contractors Management Due to COVID-19:

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

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

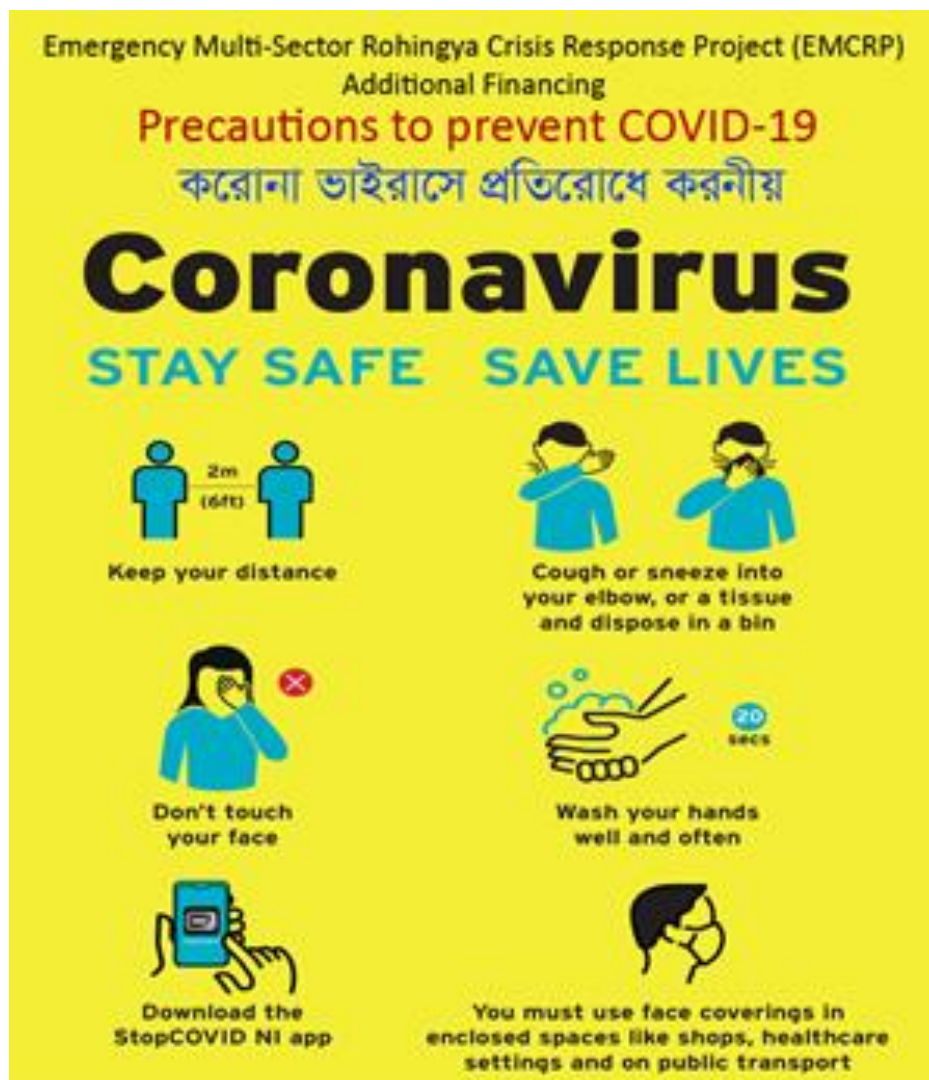
**For supporting health facilities**, plans or procedures will be in place to address the following issues:

- Obtaining adequate supplies of medical PPE, including gowns, aprons, curtains, medical/non-medical fabric masks and respirators (N95, KN95 or FFP2); gloves (medical, and heavy duty for

cleaners); eye protection (goggles or face screens); hand washing soap and sanitizer; and effective cleaning equipment. Where relevant PPE cannot be obtained, the plan should consider viable alternatives, such as cloth masks, alcohol-based cleansers, hot water for cleaning and extra hand washing facilities, until such time as the supplies are available.

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

Most critical social issues are being maintained at the site during COVID-19 pandemic. With the lockdown imposed by the government with effect from 26th March, 2020 till 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;





## 9. Traffic Management:

During the construction of roads, alternative roads should be constructed to facilitate the movement of pedestrians, vehicles and their riders and local people. During construction, the contractor will hire a traffic officer to ensure alternative roads for public movement and to ensure smooth movement of vehicles and traffic flow. Traffic signs must be used during construction. The cost of alternative roadways will be included in BOQ.

## Monitoring System:

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

## 10. Grievance Redress Mechanism (GRM):

EMCRP has formally constituted a 07-member grievance redressed committee consisting of labels of each of the Upazila Engineers, Offices of Executive Engineers and LGED Headquarters. Also, a request letter has been sent to the Project Director on 8th August 2021 to the concerned Upazila Engineer and Executive Engineer Cox's Bazar for formation of newly included Upazila Label and Ward / Union Label GRC. Accordingly it has done. A grievance register is being maintained in each Upazila and community level. Community members are encouraged to lodge any grievances with the GRC at the Upazila and Union level and women are encouraged to lodge grievances at their convenience, which is given to the GRC for resolution. In addition, the PMU will use the contact details displayed on the environmental and social



signboards and the details described in the GRC leaflet, which have been published / distributed in the project area. To address the grievances of the host community, a four-tier GRM has been established with the assistance of LGED. Details are given below;

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

**First level (Union level grievance reporting):** The first and most accessible and immediate contact level GRC is the union level GRC that will be on site. The Chairman of the union concerned will be the president of the formed GRC.

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

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

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

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

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

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

## 11. Positive Impacts by the Sub-Project:

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

- Communities will be able to get access to improved channels for easy movement.

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

## 12. Social Management Plan (SMP):

Based on public consultation, a Social Management Plan (SMP) for RCC pavement of Miarakata road under Kutubdia Upazila identifies the mitigation and management activities that need to be in place in order to eliminate the marginal social impacts or to reduce them to an acceptable level and the process will be continued subsequently. Site-specific mitigation plans are given below;

Potential Social Impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none"> <li>• No additional land will be required as road will be improved on existing alignment, which are entirely Government land.</li> <li>• The Local community has agreed to provide space beside the road keep the construction materials during construction work.</li> <li>• There is no physical asset affected by the intervention of sub-project/road. LGED expecting no grievances will be found from the neighboring in the sub project regarding acquisition. If we found grievance from outside of the sub project, we will consult as emergency basis in order to solve the relevant problems.</li> </ul>	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC

Loss of livelihood	<ul style="list-style-type: none"> <li>• Due to Rohingya influx, host communities' daily income may be reduced severely (Not affected by proposed Sub-project). Contractor needs to engage local labor as priority (both skilled and unskilled) at their construction work as good number of unskilled workers would be required.</li> <li>• Woman labor shall get priority at the time of labor recruitment.</li> <li>• During construction work social safeguard compliance will be maintained properly by the contractor. This will monitor by D&amp;SC and PIU combined.</li> </ul>	Pre-Construction stage	PIU Contractor &	Safeguard team of PIU, PSC and D&SC
Loss of Business	<ul style="list-style-type: none"> <li>• Based on Social Screening no business will be affected. Cash compensation equivalent replacement value of structure (or part of structure) will be compensated in case of affected.</li> </ul>	Pre-Construction stage	PIU Contractor &	Social Team of D&SC and PIU
If residential Households are affected?	<ul style="list-style-type: none"> <li>• Based on Social Screening no residence will be affected. Project avoided land acquisition from the beginning if any residential structures of the squatters identified then Project will be compensated for shifting the house in another government vacant land or alternative.</li> </ul>	Pre-Construction stage	PIU Contractor &	Social Team of D&SC and PIU
If any squatters are affected?	<ul style="list-style-type: none"> <li>• Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank Safeguard Policies.</li> </ul>	Pre-Construction stage	PIU Contractor &	Social Team of D&SC and PIU

Loss of Trees	<ul style="list-style-type: none"> <li>Based on Social Screening no trees will be affected. If affected, cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years.</li> <li>Cash compensation equivalent to prevailing market price of timber for non-fruit trees.</li> </ul>	Pre-Construction stage	PIU Contractor &	Safeguard team of PIU and D&SC
Stakeholders Engagement	<ul style="list-style-type: none"> <li>All the project stakeholders have consulted and separate community level consultation meeting have been conducted. No HH will be affected.</li> <li>All the safeguard documents will be disclosed to all the relevant stakeholders before the start construction works.</li> <li>Local people must be consulted before the construction work start.</li> <li>All the stakeholders have been informed about the GRM and to be ensured their membership as a member of GRC where necessary.</li> </ul>	Pre-Construction stage	PIU Contractor &	Safeguard team of PIU, PSC and D&SC.
Loss of right to access induced impacts.	<ul style="list-style-type: none"> <li>In case of unavoidable circumstances, alternative access will be provided.</li> <li>Mitigation measures will be taken at the satisfactory level after discussion with communities.</li> </ul>	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC.
Site Selection & implementing interventions: Human-elephant conflict	<ul style="list-style-type: none"> <li>Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.</li> </ul>	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC.

	<ul style="list-style-type: none"> <li>• Elephant Human conflict will be avoided.</li> <li>• In some cases, protection wall/guide wall needs to construct for improvement the road.</li> </ul>			
Site Preparation: Soil Erosion; Alteration of natural drainage	<ul style="list-style-type: none"> <li>• Construction facilities including material are to be placed at least 30 meters away from any water body in order to minimize impacts on water bodies and natural flow paths.</li> <li>• Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided.</li> <li>• Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values.</li> <li>• Minimize cut &amp; fill operations, the site clearing and grubbing operations will be limited to specific locations only.</li> <li>• The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents.</li> </ul>	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC.
Safety Issues	<ul style="list-style-type: none"> <li>• An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured.</li> </ul>	Construction stage	Construction Contractor	



	<ul style="list-style-type: none"> <li>• Health and Safety training will be ensured to the community.</li> <li>• Child labors are not allowed for any form of activities.</li> <li>• Site(s) shall be secured by fencing and by fencing &amp; ridge (if needed).</li> <li>• Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all workplace equipment.</li> <li>• Must be ensured immediately testing for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&amp;SC and PMU.</li> </ul>			
Traffic Management	<ul style="list-style-type: none"> <li>• Traffic Management Plan (TMP) will be developed by construction contractor.</li> <li>• Contractor will develop Traffic Control Plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication will be in the TMP where parking lot will be established and how it will be managed.</li> <li>• Adequate arrangement will be in TMP for reducing inconveniences</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

	<p>of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</p> <ul style="list-style-type: none"> <li>• Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians.</li> <li>• Adequate road signs to be planted on access roads to limit vehicular speeds.</li> <li>• Construct properly designed speed ramps on access roads.</li> <li>• Traffic signs will be both in Bangla and English language at appropriate places.</li> </ul>			
Increase in diversion road accidents	<ul style="list-style-type: none"> <li>• The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment.</li> <li>• The movement of heavy machinery and equipment shall be restricted to defined routes.</li> <li>• Proper signs to be displayed at diversion.</li> <li>• Road diversions and closures to be informed well in advance to the local community.</li> <li>• Local community will be trained traffic management and awareness.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> <li>• Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant).</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Safety during construction of the RCC road	<ul style="list-style-type: none"> <li>• Awareness building program will be taken on social safety matters</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU

	<p>through providing training from the project before commencement.</p> <ul style="list-style-type: none"> <li>At the same time, compliance will be ensured by the contractors.</li> </ul>			and D&SC
Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> <li>Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> <li>Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> <li>An alternate arrangement for fuel wood, heating and cooking shall be arranged for the labors at labor camp.</li> <li>Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> </ul>	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC

	<ul style="list-style-type: none"> <li>• Treated water will be made available at site for labour drinking purpose.</li> <li>• Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD.</li> </ul>			
Health & Safety Risks	<ul style="list-style-type: none"> <li>• The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks.</li> <li>• Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis.</li> <li>• All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>• The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site.</li> <li>• Provide signposted and with adequate lighting for diversion road or temporary road.</li> <li>• Signposts clearly mention any slippery areas of diversion.</li> <li>• Carry out fire risk assessment for the construction areas,</li> </ul>	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D&SC

	<p>identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</p> <ul style="list-style-type: none"> <li>• Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm.</li> <li>• Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire.</li> <li>• Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan.</li> <li>• Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems.</li> <li>• Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal.</li> <li>• Electrical equipment must be safe and properly maintained; works shall not be</li> </ul>			
--	---	--	--	--



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

	<p>areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary.</p> <ul style="list-style-type: none"> <li>• Awareness training sessions will be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration.</li> <li>• Ensure adequate quantities of drinking water are available at different locations within the site.</li> <li>• Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities.</li> <li>• Ensure that all workers exposed to a risk are aware of the possible dangers. They will be given thorough training in how to protect themselves and there will be effective supervision to ensure that the correct methods are being using.</li> <li>• Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures.</li> </ul>			
Traffic Accidents	<ul style="list-style-type: none"> <li>• Clear diversion /temporary road markings.</li> </ul>	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution

	<ul style="list-style-type: none"> <li>• Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion.</li> <li>• Recording and reporting of accident incidents to local police station in time.</li> <li>• Annual reporting of accident figures to PSC will be ensured.</li> </ul>			
The sub-project is expected to be sustainable	<ul style="list-style-type: none"> <li>• The safeguard issues and maintenance of the road will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability.</li> </ul>	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> <li>• LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area</li> <li>• Important places and institutions will be well connected</li> <li>• People will enjoy improved connection to local schools, colleges, and other educational institutions.</li> </ul>	Operation & Maintenance	Local Government institution	Union Parishad
Health & safety risks to workers & Local community <ul style="list-style-type: none"> <li>• Pollution from waste materials</li> <li>• Health &amp; Safety risks to workers and local community</li> </ul>	<ul style="list-style-type: none"> <li>• The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase.</li> </ul>	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D&SC	LGED and Upazila Parishad

### 13. Recommendations:

All relevant project construction information has been disclosed during the consultation process with the concerned community and stakeholders. Based on the screening results, it is certain that there is sufficient

government land in this sub-project.

The involvement of relevant stakeholders in the sub-project (road) implementation process will help to create a sense of belonging within the community. Furthermore, establishing and maintaining an effective Grievance Redress Mechanism (GRM) would enable any affected parties to present their issues and gain equitable solutions to their problems by impartial hearing.

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

#### **14. Conclusions:**

Land acquisition will not be required for sub-project improvement. In addition, the problems of migration and population displacement are not expected to be raised during the construction of the sub-project. The proposed road will be implemented on sufficient government land within the existing Right of Way (RoW) which is sufficient for the implementation of the proposed sub-project. A management plan has been developed to mitigate any problems that may arise during construction. In addition, the proposed sub-project is not expected to affect any community / common property / cultural center / archeological feature. Therefore, the implementation of the sub-project is not expected to have any significant negative social impact.

The social benefits of this sub-project are varied. The sub-project will create direct and indirect employment through implementation and employment of construction work, which will have a positive impact on the local community. The project will also require a lot of unskilled labor which will also be taken from the local community which will also contribute to the local economy. Modern healthcare facilities are expected to be introduced for disadvantaged people like women, PWDs (disabled persons), children, the elderly, pregnant women and other vulnerable groups in the society. All of these factors contribute to the socio-economic aspects of the area, as well as to the local economy.

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

### Annex-01: At a Glance Key Findings by Social Screening of Improvement by RCC Pavement in Miyarakata Road.

SI #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (KM)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
01	Improvement by RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00m.	Package Number: EMCRP/AF/W15 & Road ID: 422452024	Reinforced Cement Concrete (RCC) Road	Kutubdia Upazila in Cox's Bazar district	2.000	Government land	No	No	No	No	No	Done	Recommended for implementation

### Description of Improvement by RCC Pavement in Miyarakata Road. (According to Field Data)

SI #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
01	Improvement by RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00m.	Package Number: EMCRP/AF/W15 & Road ID: 422452024	Kutubdia	Latitude Value: 21.8883° N Longitude Value: 91.85699° E	Latitude Value: 21.90213° N Longitude Value: 91.84989° E	-	2000	14/03/2022	10.30 AM	Uttar Dhurong	Local government Representatives (Union Parishad Chairman & members)	<b>Local government Representatives (Union Parishad Chairman &amp; members): -</b> <ul style="list-style-type: none"> <li>In consultation meeting, UP representatives emphasized on speedy work and smooth implementation of the activities. In addition, they also raised some issues that need to consider by the project Management team with due importance.</li> <li>Monsoon may create obstacle and in some cases project activities can slower down. Therefore, EMCRP-LGED need</li> </ul>
								14/03/2022	11.00 AM	Sub-Project Area	Local Stakeholders (Communities)	

												<p>to adopt effective and dynamic strategy to complete the work before Monsoon.</p> <ul style="list-style-type: none"> <li>Local Government body also confirmed the safeguard team and other stakeholders of the project that no property or belongings of the Households and trees will be affected due to project intervention.</li> </ul> <p><b>Local Stakeholders (Host Communities): -</b></p> <ul style="list-style-type: none"> <li>Host communities are main stakeholders are main driving forces as well as major stake in project implementation. In consultation with Host communities the following aspect came out that should address properly for the betterment of the project implementation;</li> <li>Existing alignment should use to improvement of roads.</li> <li>Community people are very much eager to see improved road where improved facilities will remain inbuilt.</li> <li>There is some problem may arise at the time project intervention but they are very much willing to take these sorts of pain taking efforts.</li> <li>If arise social tension or undue</li> </ul>
--	--	--	--	--	--	--	--	--	--	--	--	--

												influence by the vested interest group • If necessary, they agree to provide land and space for keeping construction materials.
--	--	--	--	--	--	--	--	--	--	--	--	--

**Crest / Top Width of Package of Improvement by RCC Pavement in Miyarakata Road. (According to field Visit)**

SI #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
01	Improvement by RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00m.	Package Number: EMCRP/AF/W15 & Road ID: 422452024	Kutubdia	0.6	3.7	0.6	4.9	



**Annex-02: Pictures of Existing View & Location of Improvement by RCC Pavement in Miyarakata Road from Ch. 00.00 to 2000.00m under Package Number EMCRP/AF/W15 & Road ID: 422452024, LGED.**



**Annex-03: Social Screening of Improvement by RCC Pavement in Miyarakata Road from Ch. 00.00 to 2000.00m under Package Number EMCRP/AF/W15 & Road ID: 422452024, LGED.**

**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:**

Miyarakata Road will be Improvement by Reinforced Cement Concrete (RCC) from Ch. 00- 2000m. Based on field survey, this proposed road is at present broken Reinforced Cement Concrete (RCC) & broken Herring-Bone-Bond (HBB). It will be improved in the existing alignment at North Dhurong Union, Ward Nos. 07 and 08, Mouza-Uttar Dhurong of Kutubdia Upazila under Cox's Bazar District. The proposed road is mainly used by people from 06 villages. The names of the villages are Madon Miah Hajipara, Hayder Para, Miarakata, Kalarmar Para, Pillar Para, Moshjid Para respectively. The proposed road has started from Azam R&H Road, Moshjid Para (south)-Golchottor. The end of the road is WAPDA embankment. Starting point GPS Coordinates: Latitude Value: 21.8883° N. Longitude Value: 91.85699°E. There are some important socio-cultural, archaeological and religious components along the road length (within 01km), including are at North side Only Bay of Bengal (15m). At south side Maulubi Para Graveyard (400m), Noyapar Mosque (300m), Dhurong Bazar (500m), Salt field (15m), Dhurong Adorsho School and College (500m), Dhurong Bazar Jame Mosque (500m), Darus-Salam Balika Madrasa (400m), Durgo Mondir (450m). At East side Kalarmar Para Khal (05m), Kalarmar Para Graveyard (05m), Pilar Para Mosque (150m), Pilar Para Khal (110m), Pilar Para Graveyard (150m), Kalarmar Mosque (150m), Dumdia Alim Madrasa (150m), Dumdia GPS (180m), Uttar Duroun UP (300m), Moshjid Para Graveyard (15m). At West side WAPDA Beribad (440m), Bay of Bangle (450m), Hayder Para Jame Mosque (500m), Miarakata Jame Mosque (400m), West Duroun GPS (150m), Hayder Para Graveyard (50m), Modonpara miaji Graveyard (10m), Modon Miajipara Pond (05m), Purarpara Graveyard (300m). No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

**Sub-project Location:**

Proposed RCC pavement in Miarakata road is situated at Village- Moshjid Para, Union- Uttar Dhurong, ward no.-07 & 08, Mouza-Uttar Dhurong in Kutubdia Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.8883° N. Longitude Value: 91.85699° E. The Sub-Project is categorized as a village road and construction with Reinforced Cement Concrete (RCC) options. Ending point GPS Coordinates: Latitude Value: 21.90213° N. Longitude Value: 91.84989° E

Package summery works of proposed road are mentioned below;

- Improvement of Earth work on RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00m.
- Improvement of Reinforced Cement Concrete (RCC) work on Miyarakata Road from Ch. 00-2000.00m.
- Construction of 1 vent (2.0m x 2.0m) RCC Box-Culvert at Ch.: 1000 m.
- Construction of 6 numbers of (1.00mx1.00m) RCC cross drain at Ch:285 m, 340m,550m, 1075m, 1675m & 1910m.
- Construction of Road side drain (30mx2mx0.75m) from Ch.: 300 m-330m(R/S).
- Protective Works (palisading works) at different Chainage covering a length of 446 meters on the Left side and 500 meters on the Right Side.
- Construction of Road Safety & Environmental Mitigation work on RCC pavement in Miyarakata Road.

Important Features of Sub-Project Location		
Road ID	422452024	
Package No:	EMCRP/AF/W15	
District	Cox's Bazar	
Upazila	Kutubdia	
Union	Uttar Dhurong	
WARD	07 & 08	
Occupation of the Catchment Area People	Fisherman	60%
	Salt Farmer	20%
	Farmer	10%
	Service Holder	2%
	Day Labor	3%
	Businessman	1%
	Others	4%
Proposed Chainage	2000m	
Distance from Upazila Head quarter	08 Km.	
Present Condition of Road	Reinforced Cement Concrete (RCC) and Broken Herring Bone Bond (HBB)	
Road Type	Village Road Type-A	
Proposed Intervention Type	Reinforced Cement Concrete (RCC)	
Road Starting Point Coordinates	Latitude Value: 21.8883° N Longitude Value: 91.85699° E	
Road Ending Point Coordinates	Latitude Value: 21.90213° N Longitude Value: 91.84989° E	
Land ownership	Government Land	

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

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

**Answer:** The proposed RCC pavement in Miyarakata road totally host community. There is no historical and Archeological structure and no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In the sub-project location has many socio-cultural assets located, but that will not be affected by the construction work. No Elephants corridors have present in the sub-project area, and no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

#### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. For the remaining period of the project, in the based on FGD average 8 skilled and unskilled workforces are expected to be required for the construction work. Among them 02 will be skilled and 6 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p>

	<p><b>Answer:</b> Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><b>Answer:</b> LGED has assured to community that local and outside workers accommodation will manage smoothly. Because most of the workforce will be hired from local community, so they have not require for accommodation in the construction site because they will come from their own house, but the skilled laborers who will be hired from the outside, they need to accommodate in temporary shed nearby site. The size of the shed will depend on the number of outside laborers. Proper monitoring shall be carried out in this regards by the local LGED office and consultants.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area are near about 18160. Male- 9080 and Female- 9080. The total number of families are near about 2270.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> In the project area is the total host community. There are no Rohingya people near this proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts as well as Marine drive for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about 2500 local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered. Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.</p>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing</p>



possibility that their presence or interaction with the local community could create adverse impacts?	<p>resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?  <b>Answer:</b> The expected duration of the incoming worker's duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?  <b>Answer:</b> Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking of all necessary things.</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> <li>• Crisis of vehicles and movement problem from one place to another.</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?  <b>Answer:</b> The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?  <b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?  <b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed Reinforced Cement Concrete (RCC) road construction.
2. Is the site for land taking known?	✓			Reinforced Cement Concrete (RCC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken RCC and HBB.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Reinforced Cement

				Concrete (RCC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [V] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V ] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader and implementing agencies and their agencies, labors, CBO, local elected representative, local administration, DPHE, LGED, DoE, BFD, Development partners and local and international NGOs working with local communities etc.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? <b>Answer:</b> There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> <li>Price may be hike of essential commodities in local hat Bazar.</li> </ul>				

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

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

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

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



#### Annex-4: Screening Findings and Mitigation Measures

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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1: Sub-Project Interventions	Existing Broken Reinforced cement concrete (RCC) & Herring-bone Bond (HBB) road with vacant width 4.9-meter will be improved on government land under Kutubdia Upazila in Cox’s Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none"><li>No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.</li><li>No Households will be affected by the intervention of sub-project. If we found any grievance from the neighboring household, we will consult on emergency basis in order to solve the problem by project GRC.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Number of Complaints</li><li>✓ Check Grievance register</li><li>✓ Resolutions against the grievances</li></ul>	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none"><li>No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.</li><li>Code of conduct required for the local labours and outside labours.</li><li>During construction work, social safeguard compliance will be maintained properly by the contractor.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Labor wages payroll</li><li>✓ Interview with labour</li><li>✓ Frequent visit by D&amp;SC and PIU personnel</li><li>✓ Copy of code of conduct</li></ul>	Weekly basis

	Site Selection & implementing interventions: Human-elephant conflict	No adverse impact may be generated	<ul style="list-style-type: none"> <li>• Selection of sub-project site and all implementing interventions must take place outside of the elephant corridor/influence area.</li> </ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"> <li>✓ Check sub-project Map</li> <li>✓ Checking IUCN report</li> <li>✓ Documents check and an Interview of Elephants response team</li> </ul>	Monthly basis
	Loss of right to access	No adverse impact will be generated	<ul style="list-style-type: none"> <li>• In case of unavoidable circumstances, alternative access will be provided.</li> </ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"> <li>✓ Physical verification</li> <li>✓ Picture of alternative way</li> </ul>	Monthly basis
	Avoidance and minimize socially sensitive area	No adverse impact will be generated	Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values.	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Visit to socially sensitive area</li> <li>✓ Interaction with local community</li> </ul>	Monthly basis
	Safety Issues	Low impact may be generated	<ul style="list-style-type: none"> <li>• Unauthorized person entry to the proposed site shall be restricted</li> <li>• Proper storage and control of hazardous materials on site</li> <li>• Health and safety training to the all labors.</li> <li>• All the host labors to wear ID cards</li> <li>• Child labors are not allowed for any form of activities</li> <li>• Site(s) shall be secured by fencing and manned at entry points.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Labor host and storage shed of hazardous materials on site</li> <li>✓ Training register</li> <li>✓ ID card of labor</li> <li>✓ Fencing, entry and exit point</li> </ul>	Monthly basis

	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> <li>• Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED.</li> <li>• Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific instructions will be in the TMP such as where the parking lot will be established and how it will be managed.</li> <li>• Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</li> <li>• Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians.</li> <li>• Adequate road signs to be planted on access roads to limit vehicular speeds</li> <li>• Construct properly designed speed ramps on access roads</li> <li>• Traffic signs will be in both Bangla and Rohingya language at appropriate places. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ TMP &amp; TCP available in place</li> <li>✓ Interview of pedestrians and vehicle riders</li> <li>✓ Signpost, signage, signboard, billboard, leaflet etc.</li> <li>✓ Report of awareness raising event on traffic management</li> <li>✓ Physical visit of divert roads</li> <li>✓ Traffic sign both Bangla and Rohingya language</li> </ul>	Monthly basis
--	--------------------	-----------------------------	---	-------------------------	---	---------------

	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> <li>The movement of heavy machinery and equipment shall be restricted to defined routes.</li> <li>Proper signage to be displayed at major junctions.</li> <li>Road diversions and closures to be informed well in advance to the local community.</li> <li>The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ No. of Accidents took place at construction site</li> <li>✓ Police and Hospital Record</li> <li>✓ Local witness</li> <li>✓ Complaint register</li> </ul>	Monthly basis
<b>3: Construction Phase</b>	Temporary partition between construction places and neighboring HHs	Low impact may be generated	<ul style="list-style-type: none"> <li>Contractor will make sure the temporary divider/partition between improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Visiting the sub-project site</li> <li>✓ Picture of divider/partition</li> </ul>	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> <li>Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors.</li> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Training register/Documents on Social safety matters</li> <li>✓ Checking stock register of personal protective equipment (PPE)</li> </ul>	Fortnightly basis
	Drinking water and sanitation facility for male and female workers	Low impact may be generated	Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male & female separately.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Check tube well</li> <li>✓ Water quality test randomly</li> <li>✓ Check sanitation facilities</li> <li>✓ Check bathing places</li> </ul>	Weekly basis
	Noise from construction	Low impact may be generated	Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid	Construction Contractor and	<ul style="list-style-type: none"> <li>✓ Physical visit</li> </ul>	Weekly basis

	works	generated	disturbance to surrounding areas.	Monitored by Consultant of PIU and D&SC	✓ Interview with local people	
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken.</li> <li>✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up.</li> <li>✓ Local community must be consulted by discloser before start any construction works.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Approval letter/ Consent letter of Local Representative or concern authority</li> <li>✓ Grievance registers and its resolutions</li> </ul>	On weekly or fortnightly basis
	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ Exposure to health events during road improvement activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis:</li> <li>✓ All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>✓ Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting.</li> <li>✓ Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas.</li> <li>✓ Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Regular site visit</li> <li>✓ List of materials such as; Fire distinguisher, first Aid box.</li> <li>✓ Fitness certificate of equipment provided concern Authority.</li> <li>✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures</li> <li>✓ List of Personnel equipment materials</li> <li>✓ Training document checking</li> <li>✓ Contractor will be ensured to PMO whether they have</li> </ul>	Daily site visit/inspection.

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

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

## **Annex-5: At a Glance Public Consultation of Improvement by RCC pavement in Miyarakata road from Ch. 00.00 to 2000.00m under package number EMCRP/AF/W15 & Road ID: 422452024, LGED.**

### **1. Project Stakeholders:**

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

### **2. Methodology:**

Adoption of appropriate procedures for preparation of social screening of sub-projects plays a very important role. The participatory process has been followed to conduct social screening. Participating public at each sub-project level is consulted with the participation of community people, teachers, local elite, CSO members and local elected representatives. There are some PRA tools that are used for data collection such as; FGD, Key Information Interview, Social Screening Form (SSF). During the public consultation meeting held at the sub-project level, the project beneficiaries and stakeholders were duly informed about the project. In addition, effective mitigation measures have been reflected in SL's SMP. # 13.

### **3. Issues Raised by the Participants:**

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

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

### **4. Feedback, Suggestions and recommendations of the participants:**

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

- ✓ The FGD results confirmed that the decision of road construction will improve the movement of the local communities.
- ✓ Traffic movement will be faster.
- ✓ Transport cost of the local people will be reduced.
- ✓ Time saving will be ensured.
- ✓ Traffic will be generated, which will increase the economic value of the road as against the investment cost. New employment opportunity will be increased.
- ✓ Security of the communities will be improved as they will get improved access to institutions. Farmers, Fisherman's and producers of the catchment area will get fair price of their commodities due to improve road.
- ✓ Transportation system will be easier, which will save the time and effort of community people
- ✓ Land value will be increased.
- ✓ Upazila level Hospital will be connected to local community that will ensure their improved health facility.

- ✓ Voter of the people can cast their vote due to improved communication system.
- ✓ Attendance rate and enrollment rate of school-going children will be increased
- ✓ More than half of the total participants reported that they used to stay in their houses mostly during disasters due to backdated communication systems but after improvement of road these types of issues will be improved.
- ✓ The participants explained that there are some connecting roads which need to be improved. They also urged that it would be beneficial if connecting roads are improved one at a time.
- ✓ All connecting roads and culverts within the existing alignment need to be improved above flood level standard.

## 5. Conclusion:

In conclusion, it can be clearly determined that the sub-project (package EMCRP / AF / W15) will have a tremendous positive impact on the local community, especially in the socio-economic context for the people of the catchment area. People will easily get health facilities as well as government facilities. In particular, will ensure easy movement and for vulnerable sections of the community such as; Older people, PWD (Persons with Disabilities), women and children. Almost, the most modern access will obviously ensure the introduction and expansion of the promotion with the backward people. Which will boost the rural economy of the country and reduce poverty. Extensive development of children's education system will be achieved.



**Annex-6: Photographs of Consultation Meeting of Improvement by RCC Pavement in Miyarakata Road from Ch. 00.00 to 2000.00m with Stakeholders under package number EMCRP/AF/W15 & Road ID: 422452024, LGED.**



**Annex-7: Photographs of Improvement by RCC pavement in Miyarakata road Present Condition from Ch. 00.00 to 2000.00m under package number EMCRP/AF/W15 & Road ID: 422452024, LGED.**







Annex-8 to 9: List of Participants Attended in a Consultation Meeting of Improvement by RCC pavement in Miyarakata road under package number EMCRP/AF/W15, LGED.

Package Number : EMCRP/AF/W15

Road ID Number : 422452024

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাণ্ডি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময় : প্রায় ২২:০০ ঘটিকা

তারিখ : ০৪/০১/২০২২

উপ-প্রকল্প/কমপোনেন্ট এর নাম : Improvement by RCC pavement in Miyarakata Road.

মত বিশদিত স্থান : ইউনিয়ন সার্বজনীন সড়ক

ইউনিয়ন : উত্তর ইকু

ওয়ার্ড নং : ০৭

ডাকঘর : উত্তর ইকু

উপজেলা : কুষ্টিয়া

জেলা : কক্সবাজার

৪৭২০

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর) :

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / টিপসই
১	আবদুল্লাহ আলী আলী	৫২	পুরুষ	ইকুয়ালাইন মাই	
২	মোঃ মনজুর রাবি	৪৫	পুরুষ	কালার মাও	
৩	মোঃ এম-এম হারুন আর রশিদ	৩৫	পুরুষ	আবদুল উদ্দিন	
৪	মোঃ আলম	৫০	পুরুষ	আবদুল উদ্দিন	
৫	মোঃ ওয়েদ কুরবানী	২৫	পুরুষ	হাজিরা জোনা	
৬	কামাল হোসেন	৩২	পুরুষ	আবদুল উদ্দিন	
৭	মোঃ-আজহার	৫০	পুরুষ	মজলিস মাদ্রাসা	
৮	মোবারক হোসেন	৪৫	পুরুষ	আবদুল হক	
৯	আবদুল লতিফ	৩৫	পুরুষ	আবদুল উদ্দিন	
১০	মোঃ মনজুর উদ্দিন	৫৭	পুরুষ	মজলিস মাদ্রাসা	
১১	মোঃ-কুরবান আলী	৪২	পুরুষ	উত্তর ইকু	
১২	মোঃ-মোবারক উদ্দিন	৫৭	পুরুষ	আবদুল উদ্দিন	
১৩	মোঃ-আবদুল	৫০	পুরুষ	মজলিস মাদ্রাসা	
১৪	আবদুল উদ্দিন রাব্বান	৩০	পুরুষ	হাজিরা জোনা	
১৫	মোঃ কামাল	২৭	পুরুষ	হাজিরা জোনা	
১৬	মোঃ-ইনিয়াস	৩২	পুরুষ	হাজিরা জোনা	
১৭	মোঃ-ফরিদুল ইসলাম	৪৫	পুরুষ	হাজিরা জোনা	



Package Number : EMCRP/AF/W15

Road ID Number : 422452024

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাণ্ডি সেবায় প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Communication and Participation Programme

Focus Group Discussion

সময় : (আনু ২২:০০ ঘটিকা)

তারিখ : ১৪/৬/২০২২

উপ-প্রকল্প/কমপোনেন্ট এর নাম : Improvement by RCC Pavement in Mirakoda road

মত বিমর্ষ স্থান : ইজিয়াত পল্লি কলোনি

ইউনিয়ন : উত্তর মুন্সিগঞ্জ ওয়ার্ড নং : ০৭ ডাকঘর : উত্তর মুন্সিগঞ্জ উপজেলা : মুন্সিগঞ্জ জেলা : কক্সবাজার

৭৭২০

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও বাক্য) :

ক্র. নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	বাক্য / চিহ্ন
১৮	শ্রীঃ মোহাম্মদ হুসাইন	৬৭	পুরুষ	উত্তর মুন্সিগঞ্জ	হুসাইন
১৯	আব্দুল্লাহ আলী	৪২	পুরুষ	নামকান	Abdullah
২০	শ্রীঃ মোহাম্মদ হুসাইন	৬৪	পুরুষ	উত্তর মুন্সিগঞ্জ	মোহাম্মদ হুসাইন
২১	শ্রীঃ হুসাইন	৬২	পুরুষ	উত্তর মুন্সিগঞ্জ	শ্রীঃ হুসাইন
২২	আব্দুল্লাহ আলী	৬৬	পুরুষ	উত্তর মুন্সিগঞ্জ	Abdullah
২৩	হুসাইন আলী	৪২	পুরুষ	নামকান	হুসাইন
২৪	শ্রীঃ হুসাইন	৬৭	পুরুষ	হুসাইন আলী	হুসাইন
২৫	আব্দুল্লাহ আলী	৪২	পুরুষ	উত্তর মুন্সিগঞ্জ	আব্দুল্লাহ
২৬	আব্দুল্লাহ আলী	৪০	পুরুষ	আব্দুল্লাহ আলী	আব্দুল্লাহ
২৭	হুসাইন আলী	৪০	পুরুষ	হুসাইন আলী	হুসাইন আলী