



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)
Additional Financing
Local Government Engineering Department (LGED)



Report on
Outcomes of Social Screening on Proposed Improvement of Gorakghata Jetty at
Moheshkhali Upazila in Cox's Bazar District under Pkg. EMCRP/AF/W-4

Funded by:



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Abbreviations

Abbreviations	Descriptions
AF	Additional Financing
ARIPA	Acquisition and Requisition of Immovable Property Act;
BP	Bank Policy
BC	Bituminous Carpeting
BFS	Brick Flat Soling
BIWTA	Bangladesh Inland water Transport Authority
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 & Co-operatives
N/A	Not Applicable
NGO	Non-Government Organization
OP	Operational Policy
PDO	Project Development Objective
PIU	Project Implementation Unit
PRA	Participatory Rural Appraisal
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
SSO	Social Safeguard Officer
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic Control Plan
IP	Indigenous Peoples

1. Background of the Project:

The Local Government Engineering Department (LGED) under the Ministry of Local Government, Rural Development and Cooperatives is a government agency implementing the "Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)" Additional Financing (AF) funded by the World Bank. Department of Public Health Engineering (DPHE) and Ministry of Disaster Management and Relief (MoDMR) are development partners under the project based on their respective positions and scope of work for the project. Apart from the interventions in Addressing Gender and Social Inclusiveness and Preventing Gender Based Violence with the Support from UNFPA and building Communication and Awareness among all affected parties through an effective engagement of BCCP (Bangladesh Center for Communication Programs) in the areas, LGED is implementing a good number of infrastructural facilities, including construction of drainage facilities, rubber dams for irrigation, jetty improvement/rehabilitation, climate-resilient primary schools/disaster shelters, and climate-resilient community service centers/disaster shelters, climate-resilient access and evacuation roads and footpaths, awareness program for sanitation as well as installing lightning protection systems, solar street lights, Nano-grids, and building firefighting/search and rescue warehouses.

As per the revised DPP of additional funding, nineteen (19) work packages have been selected for various construction activities, including two packages for jetty improvement. The project is designed to reduce the risk of displaced Rohingya population (DRP) with community people in all Upazila 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 host community. The project will follow a sustainable development path that ensures development that takes into account the impacts of disasters and climate change as well as the urgent needs of local communities and users.

The main objective of this social screening report is to identify potential social risks and impacts, their significance, and the level of assessment and management required to address followed the World Bank approved questionnaire and the project ESMF & RPF.

Based on social screening survey no external influences are identified, all the sub project improvement activities will be implemented within the government land which is under the administrative control by Deputy Commissioner (DC) Cox's Bazar, additional land acquisition and donated land is not required for the proposed sub-project. Apart from this, as the jetty is located outside the BIWTA control line, their permission is not required. Deputy Commissioner (DC) Cox's Bazar controls the lease of jetty and other administrative activities and the office of Upazila Nirbahi Officer (UNO) Moheshkhali controls the administrative activities locally. Even during social screening no untitled shop or vendor was found in the project location. If any impact is detected during construction, it will be resolved following the guidelines of RPF and ESMF.

Through this project it has been decided to construct a new jetty on a large scale along the proposed Moheshkhali channel and adjacent to the existing narrow jetty. The main objective of constructing the jetty is to improve the water way communication system from the Upazila to the district headquarters easily and safely. Conventional vehicles can easily use the jetty yard to load and unload goods and passengers, cargo and passenger boat users can also be used these vehicles to reach their destinations. Water route users Tourists and local peoples of this locality can easily move from one place to another using the proposed jetty.

The construction of Moheshkhali Jetty will improve access to basic services and aims to (a) as Moheshkhali is a tourist area, the construction of the jetty will enable passengers and visitors to reach their destinations quickly during low tide. It will be regarded as a breakthrough in the crossing of children, elderly people and sick patients in particular (b) Jetty also be used to connect the land with deep water farther away from shore for the purposes of docking ships, water transport for loading and unloading of passengers & cargo using this jetty targeted this area as well as another district. (c) Support to rural development along with business, agriculture and farming etc. (d) Widen access to the government support system including

emergency evacuation and reduce accidental occurs (e) Improve the local planning, coordination and work execution capacity (f) Allowing access regardless of seasonal conditions of the Moheshkhali channel water levels making travel efficient and time worthy for the locals. (g) It will make a significant contribution to economic development and growth and ensure important social benefits. (h) The Jetties protect the shoreline of a body of water by acting as a barrier against erosion from currents, tides, and waves.

This summary report includes potential impacts of the sub-project, proposed mitigation measures, followed consultation procedures and monitoring procedures.

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 be affected trees, structure, community property or any other resources mentioned in **Annexure 01**. Land acquisition and population displacement/relocation shall not be needed to implement this subproject. No tribal people have been identified during team surveys. Therefore, improvement of Moheshkhali jetty is now the demand of time. In light of that, LGED has decided to construct a new Jetty with a total length of 768.70 meter (400-meter Jetty, 300-meter RCC road and 68.70-meter platform) under EMCRP/AF/ W-4 nearby old jetty by the financial assistance of World Bank. (Details are mentioned in SL#-5.2)

2. Existing Scenario of Proposed Jetty

Moheshkhali Channel of Bay of Bengal owned by the Ministry of Shipping which is government land. During the screening, open space was found on the channel shore line Passengers are informed to the survey team that during low tide they have to wade through waist-deep mud and knee-deep water. Although male passengers can move somehow, women, children and elderly passengers and patient are facing extreme suffering. Residents of the area also been suffering endlessly while communicating with Cox's Bazar district Sadar for long years. The authorities are not taking any action despite numerous accidents and complaints from passengers for a long time. The users complained that although the jetty earning revenue more or less of Tk. - 30/40 lakh every year but unfortunately the authorities do not bother to expand the Ghat/Jetty. In the consultation meeting, the consumers along with the honorable local parliamentarians said, 'due to the Ghat now we have to move according to time. There is no safety and security system for many years. Apart from locals, tourists are also suffering. Currently Moheshkhali is an important area around the Matarbari Coal Power Plant. Various VIPs are coming to Moheshkhali for major development works. But due to lack of adequate facilities, they are not able to use this ghat for frequent movement.

Passengers are facing following major problem/risk during use the Ghat as follows;

- Disabled and pregnant women are facing risk and extreme problem getting on and off the boat using the existing Ghat.
- No utilities and toilet facilities are exit in Ghat place.
- Risk of loading and unloading cargo commodities at extreme label using this Ghat.
- It is major cause of accidental occur.
- Users annoyed for High cost of cargo landing and passenger fare.
- Perception of Ghat users about environment is not satisfactory.
- Peoples are avoiding this Ghat due to insecure atmosphere, hence they using alternative by expending more cost and time. So, government losing revenue every year.
- Tourists and VIP passengers are reluctant to use this Ghat due to lack of security.
- Losing time wastage and hampering better delivery.

3. Reason and Rationality of the Construction of New Jetty at Moheshkhali:

Moheshkhali Upazila (Moheshkhali Island) is the hilly Island in the Cox's Bazar district of Bangladesh. An Island off the coast of Cox's Bazar. It has an area of 268 square kilometers. Through the Centre of the island and along the eastern coast line rises a range of low hills, 300 feet high. There is a Buddhist temple, Adinath

temple. Bay of Bengal channel has flowed across Moheshkhali Upazila and the people living and suffering due to lack of bridges or jetty for connecting the main land. Under these circumstances in 1989, BIWTA has established a Jetty at Moheshkhali channel for easy movement of the peoples. This jetty is one of the most important communication pathways to the main land. Gorakghata Jetty of Moheshkhali Island can be reached by speed boat from Cox's Bazar No. 6 Jetty Ghat Moheshkhali Upazila by Gorakghata Jetty of within 15-16 minutes by crossing Bakkhali River and Bay of Bengal estuary. Every day 30 to 35 thousand of people use this jetty for regular movement. Now the huge no of people movement on the jetty and there have not insufficient space of the old narrow jetty and has obstructed the easy movement of the locals living on both sides of the Moheshkhali and Cox's bazar Upazila such as pregnant women, elderly peoples, disable and children. When Adinath mela is running it's increased 60-70 thousand per day and in the time of tidal surge and ebb time frequently occur accident in this jetty such as elder peoples, Pregnant mother, child and disable peoples are sufferer. At present, Gorakghata Jetty Ghat is called "sorrow of Moheshkhali" which they have been suffering for a long time. Even the Gorakghata Jetty Ghat became dangerous, again in 2000, the bridge of the Jetty Ghat was extended by 100 meters at a cost of about one crore Taka. But as the river continued to fill up, the extended jetty also collapsed within a few years. All types of boats were stranded at least 200 yards from the jetty at full tide. As a result, no boats can enter the jetty during low tide. Even the alternative vehicle, small boat, is not able to move. This suffering has to be endured for about 5 hours every day.

In this context, a survey team has realized that that the construction of the Jetty at the proposed site of the channel would open a new milestone in the communication between the Cox's Bazar and the Moheshkhali. Huge number of people of this periphery will get direct benefit to reach the both way of Moheshkhali and Cox's Bazar at any time without hassle. Therefore, in the analysis of social security, it can be said that if a jetty is built on the channel of Moheshkhali, the long-term needs of the people of this area will be fulfilled.

After completion of Jetty construction users will get the following facilities,

1. Service delivery system will be improved.
2. Number of cargo vessels and passengers will increase government revenue.
3. Will be ensured better cargo handling and passenger movement and cost and time will be saved.
4. Accidental occurs will be reduced tremendously.
5. Based on the design it has ensured that necessary rest rooms, toilets and other modern facilities are provided.
6. Mobility of disabled and all types of sick patients will be ensured.
7. Will be improved social security and atmosphere.
8. After forming a management committee relationship in between jetty users and service provider will ensure better using environment.
9. No of employees will be increased.
10. After completion of jetty improvement total socio-economic condition will be improved.

4. Objectives of the Jetty.

The objective of the jetty in the island region is very important. The jetty helps keep people moving smoothly across the island. It will act as a breakthrough in bringing people's daily necessities. Jetties protect the shoreline of a body of water by acting as a barrier against erosion from currents, tides, and waves. Jetties can also be used to connect the land with deep water farther away from shore for the purposes of docking ships and unloading cargo. Various water-borne vessels in the Jetty Island area operate for loading and unloading during inclement weather. The jetties will be used as loading and unloading platforms by the fishermen, which will serve to expand their business.

An overall target is to uplift the socio-economic condition of host communities of different Upazila of Cox's Bazar district along with providing benefits to the associated stakeholders, additional financing to the

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) has been initiated which will also improve the communication status as such. This project is designed to improve the communication network of Moheshkhali sub-district also reflecting on the district level enhancements. Development and proposition of this new jetty construction works with a proposed length of 700m among which 300m will be RCC Road leading up to the rest 400m long jetty passage connected by a round-about in between. Surely, this will be a key to reaching out and opening up new opportunities for Moheshkhali Upazila. With the construction of this new and bigger Gorakghata jetty, rural and economic capacity will be transforming rapidly. Wherever the communication network comes up the rural economy and quality of life gets improved. This scenario makes rural infrastructure in general and rural transport infrastructure in particular an important element in supporting continuing growth of the economy and poverty reduction by providing better access of agricultural input and other relevant services and trading facilities of goods.

5. Sub-Project Location and Condition.

The Location of the proposed Sub-project is situated at Moheshkhali Channel shoreline within the vacant government land of Gorakghata village, Ward #- 07, Moheshkhali Pauroshava, Moheshkhali Upazila in Cox's Bazar District. GPS Coordinates: Starting Point - Latitude Value: 21.517071° N. Longitude Value: 91.981555° E. Ending Point - Latitude Value: 21.517878° N. Longitude Value: 91.974421° E. It is found to be an area on the most south-eastward of the Upazila. Present condition and architectural features are mentioned below table Sl. # 5.1, 5.2 and 5.3:

5.1 Land Status of the Sub-Project Site

Sl. No.	Name of District	Name of Upazila	Name of Sub-Project	Average land Space Need for Jetty Construction (Decimal)	Work area of Gorakghata Jetty	Remarks
01	Cox's Bazar	Moheshkhali	Improvement of Gorakghata Jetty	376.93.00 Decimal (Approximately)	Moheshkhali Municipality Area	Vacant Government Land

5.2 Present Condition of the Sub-Project Site and Scope of Work

Sl. no.	Name of Sub-Project	Address	Present Condition	Scope of work
a	b	c	d	e
1	Improvement of Gorakghata Jetty at Moheshkhali.	Village: Gorakghata, Ward Number: 07, Moheshkhali Pauroshava, Moheshkhali, Cox's Bazar.	<ul style="list-style-type: none"> ✓ The current Gorakghata Jetty activities are operating on existing narrow old Jetty. ✓ BC road is well connected with the existing narrow old Gorakghata Jetty. ✓ There are no squatters or encroachers are identified within the old Gorakghata Jetty area. 	<ul style="list-style-type: none"> • The proposed new jetty will be constructed adjacent to the existing narrow old Gorakghata Jetty. • Proposed Jetty will be constructed to serve the following major facilities; <ul style="list-style-type: none"> ✓ 400 meters length RCC Jetty (400-meter length x 8.0-meter width where carriageway 6.2-meter, 1.3-meter footpath, 0.4-meter railing and 0.1-meter footpath slope) ✓ 300 meters length RCC Road (300-meter length x 9.8-meter top width where carriageway 7.3 meter and shoulder 2.5-meter. side slope 1:3 i.e. bottom width 32 meter)

				✓ 68.70-meter RCC Platform (68.70-meter length x 35.70-meter width) ✓ Pile = 100 Nos. ✓ Male and Female Latrine = 12 Nos. ✓ Guest Room = 5 Nos. ✓ Balcony = 4 Nos. ✓ Waiting place ✓ Security Room = 1 No. ✓ Prayer Room = 1 No. ✓ Restaurant = 1 No. ✓ Coffee Corner = 1 No. ✓ Ticket Counter = 1 No. ✓ Driveway = 1 No. ✓ Car Parking Area ✓ Cargo Parking Area ✓ Water Tank = 2 Nos. ✓ Tube well = 1 Nos. ✓ Submersible Pump = 1 No. ✓ Kitchen = 1 No.
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5.3 Proposed Architectural Features of Gorakghata Jetty

Major Components	Dimensions	Total footprint area (Square meter)	Remarks
Proposed RCC Road	300.00mX32.00m	9600.00	300 meters length RCC Road (300-meter length x 9.8-meter top width where carriageway 7.3 meter and shoulder 2.5-meter. side slope 1:3 i.e., bottom width 32 meter)
Proposed Jetty	400.00mX08.00m	3200.00	400 meters length RCC Jetty (400-meter length x 8.0-meter width where carriageway 6.2-meter, 1.3-meter footpath, 0.4-meter railing and 0.1-meter footpath slope)
Proposed Platform	35.70mX68.70m	2,452.59	The platform will be on the Moheshkhali channel with required amenities to support passengers.
Total footprint area (Square Meter)		15,252.59 (Square meter)	
Total footprint area (Decimal)		376.93 (Decimal)	

Designs Included as Safety Works and discharge management	Dimensions	Remarks
Roadside Slope	1:3 Slope	-
Guard Post	03.00m	Proposed on RCC approach road
Foot Path	0.9m	On Jetty portion
U-Drain	.35mX.25mX.45m	On proposed RCC road
Septic Tank	Not available	Positioned near the 2 nd Terminal Park
Wastewater pipeline	Along the full length of the establishment	-

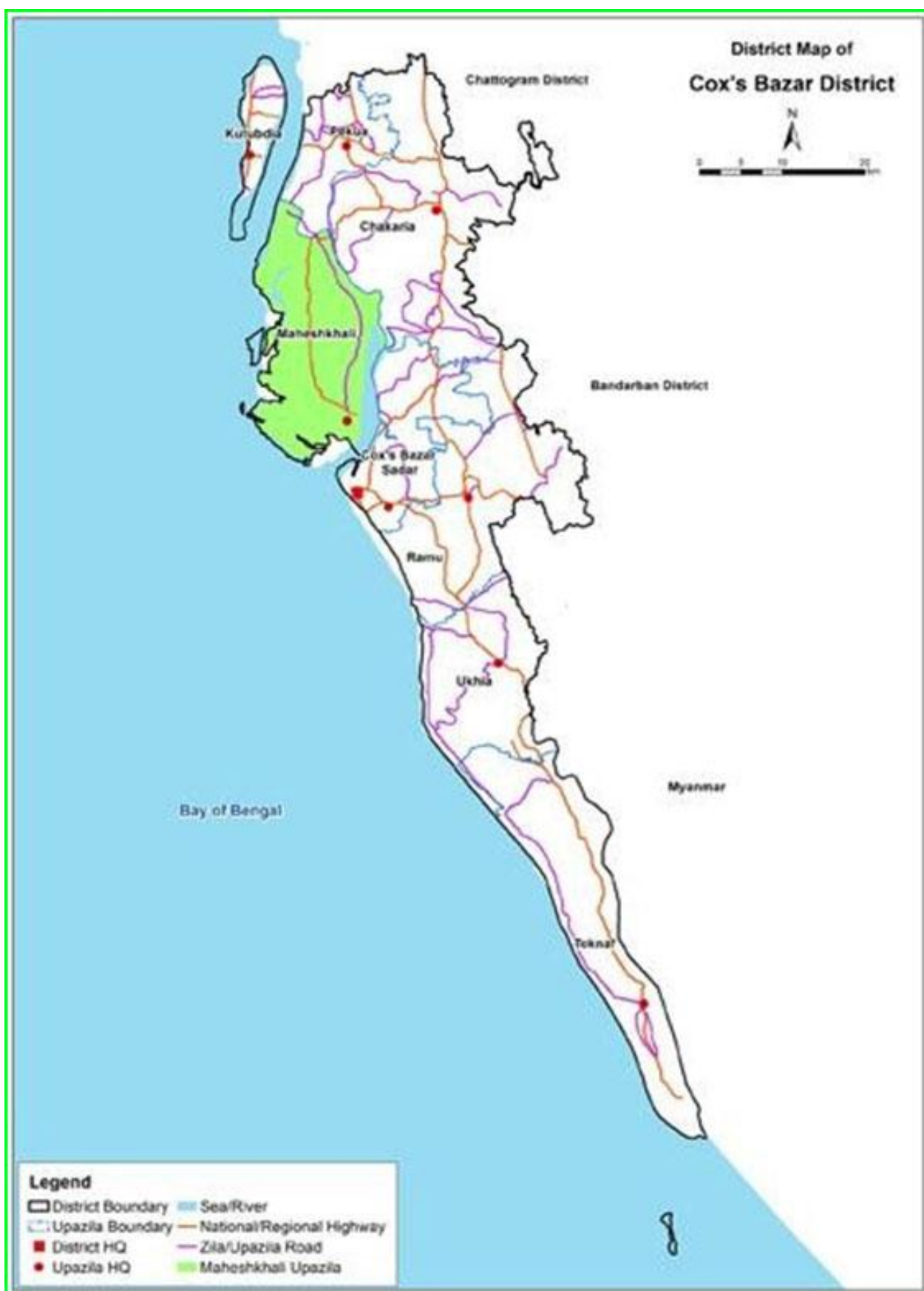
Proposed Platform Amenities		
Feature type	Quantity	Dimension
Guest Room	5	5675mm X 5975mm-(1), 5675mm X 5575mm-(2), 5050mm X 5550mm-(1) & 4500mm X 4450mm-(1)
Balcony	4	1800mm X 900mm
Kitchen	1	3050mm X 4225mm
Waiting Area	1	4975mm X 14025mm
Security Room	1	4975mm X 4350mm
Toilet (Male & Female)	12	1925mm X 1500mm-(1), 2050mm X 1650mm-(1), 2050 X 1575mm-(1), 1500mm X 2400mm-(1), 1200mm X 2100mm-(2), 1100mm X 2100mm-(1), 1900mm X 2100mm-(1) & 2400mm X 1350mm-(4)
Prayer Room	1	3350mm X 5975mm
Restaurant	1	10075mm X 11675mm
Coffee Corner	1	4975mm X 6200mm
Ticket Counter	1	6100mm X 5500mm
Driveway	1	Open Space
Car Parking Area	Open Space	20475mm X 5475mm
Cargo Parking Area	Open Space	9975mm X 10725mm
Water Tank	2	Not Applicable
Tube well (Hand)	1	290m depth
Submersible Pump	1	305m depth
Lightening Protection	-	-
Electric Pole	-	-

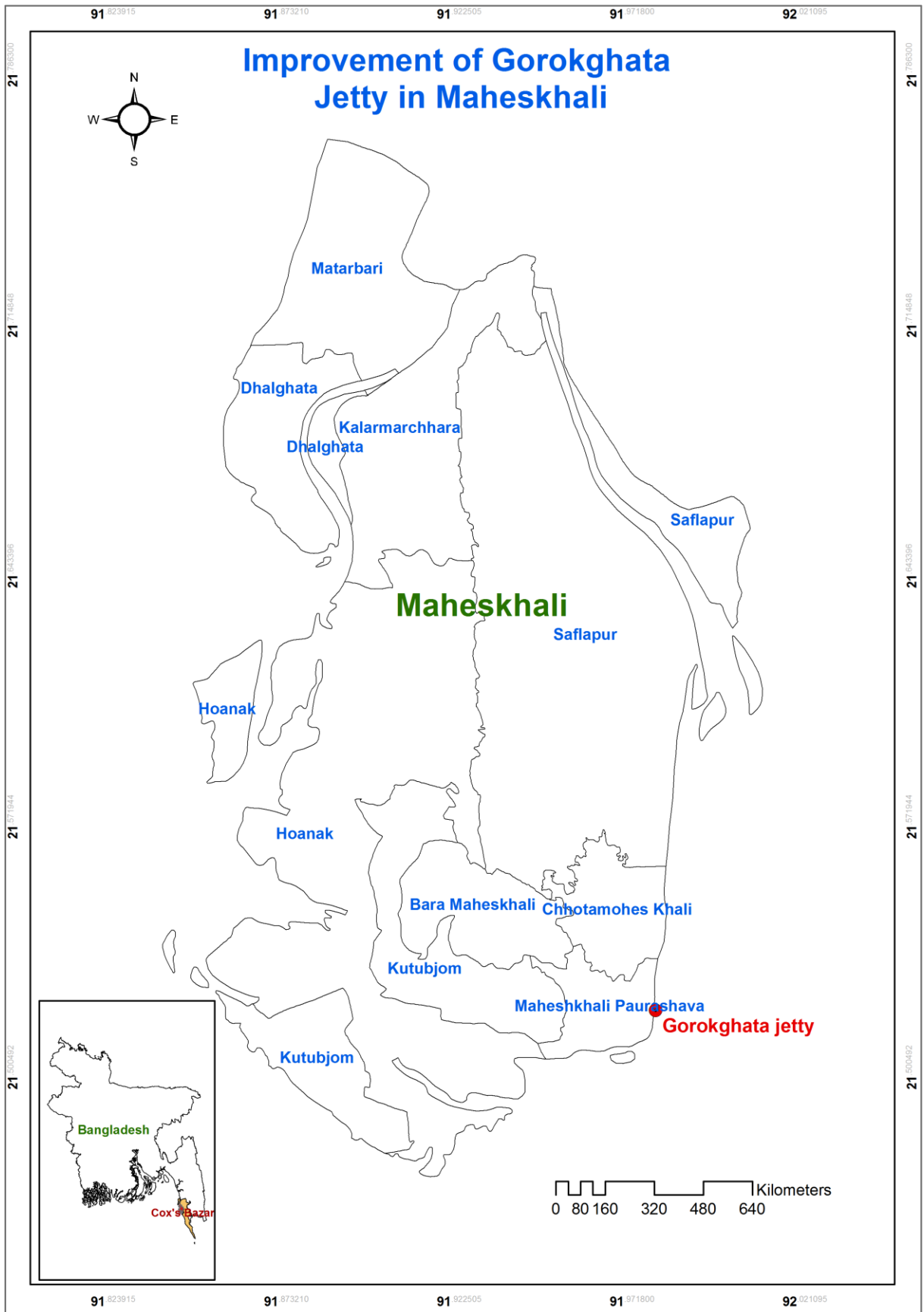
PILE CAP SCHEDULE									
CAP MARK	NO. OF CAP	NO. OF PILE PER PILE CAP	TOTAL PILE	CAP SIZE & FOUNDATION DEPTH IN MILLIMETER			CAP RE-BAR		
				L	B	D	Main Bar		Distribution Bar Top Layer (S)
							Short Direction	Long Direction (m)	
PC1	20	2	40	4000	1500	1000	Ø20mm @ 175 C/C	Ø 25mm @ 125 C/C	16mm @ 200 C/C
PC2	30	2	60	4000	1500	1000	Ø 25mm @ 175 C/C	Ø 25mm @ 125 C/C	16mm @ 200 C/C
Total	50	-	100	-	-	-	-	-	-

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

6. Map of Cox's Bazar District with Sub Project Location

Map illustrating of Gorakghata Jetty under Work Package EMCRP/AF/W4 location in the Moheshkhali Upazila under Cox's Bazar District.





7. Methodology:

A team from Development Design Consultants Ltd along with Senior Social Development Specialist from PIU and D&SC visited the proposed package EMCRP/AF/W-4 area and participated in Focus Group Discussion (FGD) with relevant stakeholders. Informal meetings with local parliamentarians, forest department and consultations with local communities, local government representatives and concerned LGED officials were conducted prior to conducting the screening. Local LGED officials of Cox's Bazar provided necessary support to the screening survey team. A structured questionnaire has been used to obtain essential basic information on population, households, land acquisition-rehabilitation needs, land ownership, land loss, wealth and other factors. The FGD method is also used to capture community feedback on sub-projects through consultation meetings with key informants and stakeholders. Given the project interventions, sensitivity of the areas and volume of people in or around the sites, the project is more likely to trigger certain Operational Policies and Bank Procedures, namely Involuntary Resettlement (OP/BP 4.12), Physical Cultural Resources (OP/BP 4.11) and Indigenous People Plan (OP/BP 4.10).

8. Additional Potential Benefits:

The project expecting lot of potential benefit by the sub-project, those are given below;

- Jetty's generally used for deep water land connections far from the coast for the purpose of ship docking, water transport, cargo loading and unloading in targeted industrial areas of the district.
- The jetty will be used as loading and unloading platforms by the fishermen who will come from nearby river, khal and coaster belt and it will be transferred outside of the district which will serve to expand their business.
- A large number of local people as well as tourists and development agencies are using the existing ghats amid insecurity. After the completion of the development of the jetty, the people and tourists of the area will safely use the jetty to travel by water as a shortcut to the district town and other places.
- By constructing wide connecting roads for two vehicles to cross side by side at the jetty, goods carrying vehicles can cross faster and reach their destination faster.
- Will be reduced spoilage of perishable commodities due to faster service delivery.
- Moheshkhali is a tourist area, the construction of the jetty will enable passengers and visitors to reach their destinations quickly during low tide. It will be regarded as a breakthrough in the crossing of children, elderly people and sick patients in particular.
- Widen access to the government support system including health, education and emergency evacuation and sheltering.
- Improve the local planning, coordination and work execution capacity
- Allowing access regardless of seasonal conditions of the Moheshkhali channel water levels making travel efficient and time worthy for the locals.
- The construction of the jetty will contribute significantly to the economic development and growth of the area and accelerate important social decision-making.
- Once the construction of the jetty is completed, people will get absolution from extreme suffering in transportation of daily necessities and manufactured goods and the quality of life will increase.
- After completion of engineering construction and development of the jetty, the jetty will protect the waterfront by acting as a barrier against erosion from tides and waves.

9. Summary of Key Findings:

9.1 Summary Impacts:

The Safeguard team from the consulting firm inspected and screened the proposed sub project alignment to conduct the consultation meeting. The team has held detailed discussions with Local Member of

Parliament, Forest department, Local Government Representatives, Government officials and nearby community members and businessmen and confirmed land ownership for the proposed sub-project. The screening report confirms that the proposed sub-project will not affect any structures or other resources, but some naturally grows mangrove trees (locally called Parabon trees) may be cut. It is certain that the proposed sub-project will be implemented on the Moheshkhali Channel shoreline of Bay of Bengal, which is owned by the Government department "Bangladesh Inland Water Transport Authority"(BIWTA) under the Ministry of Shipping. Moreover, it can be said that the proposed existing land is sufficient for the construction of the Jetty. So, there are no question about land acquisition and land donation.

However, a new screening survey will be conducted if the existing proposed site changes or if any new impacts are identified, mitigation measures will be taken according to RPF and ESMF. Sub-projects will not cause any negative livelihood impacts. No tribal people have been identified during screening. No question to affect squatters or vendors by the subproject.

It is expected that subproject may not require huge land for the stake yard and labor shed. Existing Government fallow land will be used for labor shed and to keep the construction materials. The Member of Parliament and Pauroshava authority have given their consent to keep construction materials in the government fellow land during consultation of the Jetty. Non-technical labors are available in this locality, only technical labor's needs to hire from outside (if required). In particular, female participation in the construction work at the rural level is extremely poor. As such, the Labor influx and GBV (Gender Base Violence) will not be created during construction.

However, we are assuming about the potential impact during and after the construction of the Jetty and be aware and LGED will clearly take the necessary steps as against the impact and address the public issue.

We expect the impact of the sub-project to be highly positive.

9.2 Users Opinion:

Three (3) consultations have been conducted with Local Member of Parliament (MP), existing jetty users, local community, stakeholders and elected local government representatives such as Mayor, ward councilor, respected officials of Upazila LGED and other government office, elite persons, religious leader, disable person, transport divers and local businessmen were attended in consultations. In view of consultation with existing jetty users (Tourist, local community, Traders, boatman, Fishermen) and community it has revealed that, after construction of this proposed Jetty the transportation system's efficiency will increased at servings travel and fulfill access related need's goal. Travelers said that during low tide they have to wade through waist-deep mud and knee-deep water. Although male passengers can move somehow, women, children and elderly passengers are facing extreme trouble. Patients suffer more. Residents of the area have been suffering endlessly while communicating with Cox's Bazar Sadar. The authorities are facing trouble to solve or taking any action despite numerous accidents for a long time. After constructing this Jetty travel time will be reduce, a reduction in vehicle operating costs, reduce accident and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights etc. The jetty construction has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions of the district level. 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 the construction of the jetty, the people of this area will be able to travel to the district hospital using this jetty without any hassle by getting 24-hour easy boating facility.

9.3. Construction Induced Impact Issues:

Since, Construction of the Jetty is being implemented in an open space of the Moheshkhali channel shoreline and it's a government-owned land, there is no land acquisition or any kind of relocation is needed. However, during construction of the Jetty, movements of heavy vehicles for carrying construction

materials may cause damage of roads or assets. If any damages are reported, LGED will ensure consultations with Upazila administration, Pauroshava and local communities along with contractor to take mitigation measures following the 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.

The site is located on the banks of the Moheshkhali channel and all connecting roads in the vicinity are paved, contractors will be able to bring construction materials to the site using the paved roads and the river/channel.

In addition, LGED authorities always advise to the construction contractor to mobilize the construction material by cargo through paved roads or highways (Kalarmarchora to Moheshkhali), then bring it to the site using small motorized and non-motorized vehicles or alternatives to avoid road damage.

9.4. 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 (open space of Gorakghata pan bazar premises) as a construction yard during the construction of the Moheshkhali Jetty. 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 with rental charge. However, if LGED prefer to requisition the land for contractor, 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, land requisition is not allowed due affecting residential and community properties. However, under section 20, requisition is only allowed for emergency construction purpose. Any losses for structures, trees, and business will follow the provisions of ARIPA 2017 for necessary compensation.

10. Overall Subproject’s Impacts and Proposed Mitigation Measures

In terms of land acquisition, resettlement and livelihood, overall project impacts are low/ insignificant. All the construction will be conducted within the Moheshkhali channel shoreline and it’s a government land. Social screening report confirm that no structures, common properties and indigenous people will be affected by the project. However, a few parabon trees may require to be cut off but all are owned by the Government authority, compensation will be given to the owner of the tree/s according to the guidelines of RPF. As construction will be conducted within the Moheshkhali channel and on the government-owned land, no land acquisition is required. However, the project may have some construction-induced impact due to the movement of speed boat, Trawler, cargo and fisherman trawler which will be mitigated by LGED. No indigenous people are identified during screening, detailed impacts are in Annex 05. Summary Impacts are given below”

- Construction may cause disturbance to the nearby community people and existing jetty user.

- It may cause noise and dust which may be harmful to the tourist, community people and existing Jetty user.
- Possibility of spreading COVID virus.
- Risk of GBV for labor influx.
- Construction induced impacts.

11. Consultation:

Communication with relevant stakeholders is essential to inform 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.

In this context LGED and the Social Safeguard Team of EMCPR conducted several consultation meetings on this Jetty improvement. A total four (4) consultation meetings have conducted with Jetty users, beneficiaries and government-non governments and elected local government representatives such as Local Member of Parliament, Upazila Chairman. Mayor of Pauroshava, Union Parishad Chairman, Upazila Engineer, UNO officials, Agriculture, Forest, Education department, DPH representative, fisheries office, elite persons, transport drivers, local people, local businessmen and Fisherman were attended in consultations.

A total of 41 participants were present at the consultation meetings shown in Table-1. The Social Safeguard Team of EMCPR and LGED conducted stakeholder consultation meetings and received valuable feedback / suggestions on sub-project implementation. FGD results has been noted in Tables 1 and 2

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

No.	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
1	15/03/2022	Government Officials	15	-	15
2	15/03/2022	Local MP and Community people	11	-	11
3	15/03/2022	Traders and Community	15	-	15
	Total Participants =		41	-	41

Table: 2: Summary of Consultation Outcomes

Issues	Questions Raised by	Opinion and Questions	Reply from LGED
Compensation	Local Public Representative, Government Officials, Traders and Community	Have any compensation provision if affected any assets by the project?	Yes, if affected any assets, LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government Rules and Regulations (ARIPA-2017).
Vulnerable HHs/severely affected HHs	Local Public Representative, Government Officials, Traders and Community	No Vulnerable HHs and HHS along the alignment.	If vulnerable HHs are identified, contractors will engage them as unskilled labor during construction if they wanted to.
Grievance redress committee	Local Public Representative, Government Officials, Traders and Community	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well Grievance Management Procedures by GRC to resolve sub project related grievances if arise. People can entries their grievances by written in a register book preserved in Upazila Engineer's office and construction sites.

Structure	Local Public Representative & Government Officials	Any structure will affect?	Open space and old Jetty have been seen during the screening north side of the proposed spot. However, if any structure is identified as damaged and affected due to construction work, compensation will be paid by the contractor.
Land	Local Public Representative & Government Officials	Any additional land will be required?	Sub-project will be implemented in existing government places. So, no additional land will be required for Jetty. Additional land may be required for the construction yard as agreed with local administrant and Local government and contractor or to take lease under section 21 (1), 21 (2)& 1 (6) as per Act, ARIPA 2017
Livelihood	Local Public Representative, Government Officials, Traders and Community	Livelihood will be hampered?	Livelihood will not be hampered.
CPR	Local Public Representative, Government Officials, Traders and Community	Any community properties will affect? or if affected what sort of mitigation measures will take by LGED	Mosque, temple, historical and cultural establishments will not be affected partially or entirely for the sub-project's implementation.
Trees	Local Public Representative, Government Officials, Traders and Community	Any Trees will affect?	Project will avoid cutting any trees. If trees are requiring to cut-off (some small perabon trees may be cut off) and no need any compensation for this purpose as per guidelines of RPF.
Wage loss	Local Public Representative, Government Officials, Traders and Community	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for local skill and unskilled labor during construction of Jetty.
Safety of the construction work	Local Public Representative, Government Officials, Traders and Community	During construction work accident may occur, have any plan to mitigate these issues.	Yes, safety of the construction work will be maintained strictly. Before start work, contactor will arrange a safety related orientation for staff and local community.

Table: 3 Sub Project Wise Number of Participants and Discussed Issued of the Consultation as follows;

Sl. #	Name of Sub Package	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
01	Improvement of Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District.	15/03/2022	Upazila Engineer's office room, Upazila Forest office room, Beside the open space of existing	41	00	41	The following issues were discussed during the consultation meeting with Local Government Representatives, Government officials,	LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team also be responsible for coordination and monitoring of the

			Gorakghata Jetty & Dak Bangla More at Moheshkhali Upazila				Community and Institutional stakeholders; 1. Who will coordinate with construction work? 2. Who will monitor the activities? 3. Will ensure Safety issues within the construction area? 4. Asked about GBV or harassments. 5. Have any scopes to entry any grievances? 6. During construction to need additional private land for temporary basis? 7. Livelihood of local people will be hampered? 8. Have any scope for local labor?	progress of all aspects. Health and safety training should be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact. Due to female labor force participation being low, GBV training at the work site will be ensured before the start of construction work to avoid any conflict with male workers. Also inform to participants that LGED will implement this sub project and have a scope to complain any grievances to Upazila level GRC. No land acquisition will be required as Jetty will be constructed on existing open place, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work.
Total participants =				41	0	41		

The key outputs of stakeholder consultation meeting are as follows:

- ✓ Effective collaboration held on the consultation/ FGD meeting between the Stakeholders and LGED regarding this sub-project implementation.
- ✓ It is confirmed that proposed construction place is vacant. So, we expecting any impact would not be occurred.
- ✓ If any daily labor affected during construction, mitigation measures will be taken following the guidelines of SMP.
- ✓ Availability of first-aid boxes at the proposed sub-project site.
- ✓ Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
- ✓ Avoiding and minimizing adverse social impacts for the site selection, design and construction.
- ✓ Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-project.
- ✓ Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
- ✓ Ensuring social conflicts and grievance management during construction period.

- ✓ Following labor laws strictly, including recruitment of child labor, adequate code of conduct (CoC) for labor, wages, avoiding discrimination between male and female workers etc.
- ✓ Ensuring equal wage for female labor including site security and facilities.
- ✓ Ensuring that GBV is not occurring at the working site.

12. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (skill labor) may be required or not, most of the workforces are expected to come from the local community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations meeting with Member of Parliament, Government officials and local stakeholders, implementing contractor need to hire skilled workers from outside the project area (if required). Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 20 Labors skill: 5 (25 %) and unskilled: 15 (75 %) assuming to be generated during construction work within 555 active working man days (see table -3 no of labor and total active working man days). Based on public consultations it has been reported that women's participation in construction work is very limited. However, female labor force participation being low, even then, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict and harassment or hate speech with male workers.

Contractor's area in each site is a combination of the working area surrounding the construction site, material stacking and storing area, labors shed and the office area. Either whole or a major portion of this area shall be just at the construction site for easily handling the labor. Strict instructions have been given to all the contractors to keep their working areas and stacking areas free of garbage, debris and wastes, and free of dust for ongoing EMCRP (AF) work areas. They will responsible to keep all bulk construction materials such as stone chips, sand, steel etc. covered with plastic sheet.

Non-technical labors are available in this locality, only technical labor needs to hire from outside (if required). 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 also not be created any problems during construction.

Table No: 3: No of Labor and Total Active Working Man Days

Sl. No.	Package Number	Name of Sub-Project	Total Space of Construction for Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District. (Decimal)	Tentative Per day labor (No)	Total Construc tion Days	Total active working man days
01	EMCRP /AF/W 4	Improvement of Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District.	376.93 Decimal	20	555	11100
			Grand Total =	20	555	11100

13. Labor and Contractors Management Due to COVID-19:

Contractors will develop specific procedures or plans so that adequate precautions are in place to prevent or minimize an outbreak of COVID-19 as per project Standard Operating Procedure (SOP), and what shall be done if a worker gets sick.

- Assessing the characteristics of the workforce, including those with underlying health issues or who may be otherwise at risk.
- Confirming workers are fit for work, to include temperature testing and refusing entry to sick workers.
- Considering ways to minimize entry/exit to site or the workplace, and limiting contact between workers and the community/general public.

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

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

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

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



13. Traffic Management:

During the construction of the Moheshkhali Jetty, Cox's Bazar in Safe zone, there is no need to construct any alternative route for the smooth movement of water vehicles and publics. Nonetheless, the construction contractor will ensure a safe passageway to facilitate traffic flow by providing a traffic officer who will use the traffic sign during construction work and usage fence or demarcation of the construction site/area. The cost of alternative means is usually included in the BOQ.

14. 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 and hampering construction work. 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 deploy a Social Safeguard Officer (SSO) to monitor the field level safe guard activities and will report to the concerned persons. Field level data will be collected on a regular basis to check the progress on whether subproject activities are on track or not.

15. Grievance Redress Mechanism (GRM):

The EMCRP has formally formed a grievance redress committee of 07 members consisting of the Upazila Engineers of each of the concerned Upazila, Office of the Executive Engineers and LGED HQ label respectively. In addition, Project Director has been sent a request letter on 8th August 2021 to respective Upazila Engineer and Executive Engineers Cox's Bazar for formation of newly included Additional Financing Upazila and Union Label GRC. In accordance, committee formation has been completed. A grievance registers are maintaining at each Upazila and construction site to entry public and community's grievances. 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 are given to the GRC for resolve. In addition, the PMU will be using contact details displayed on the Environmental and Social signboard and details stated in GRC leaflet, which have been published/distributed within projects area.

To address communities' grievances details procedure are given below;

First level (Union/Pauroshava 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 Upazila level GRC /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.

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.

16. Implementation & Institutional Arrangement:

The LGED is overall responsible for the project implementation, through the PMU involving the Executive Engineer, Upazila Engineer, D&S Consultants (FRE) and safeguard team. LGED/Contractor will also arrange discloser & orientation program regarding labor safety training before starting of the construction work.

The above stakeholders will be responsible for monitoring the progress of all aspects considering any significant impacts are raised and to suggest action to be taken against any adverse impact. LGED will also ensure by monitoring that all the activities are underway as per specification and safeguards compliance (GCC 27, 29 & 30).

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

17. Social Management Plan (SMP):

Based on consultation, a Social Management Plan (SMP) for Improvement of Gorakghata Jetty at Moheshkhali Upazila and a Mitigation Management Program has been developed to eliminate marginal social impacts or reduce them to an acceptable level which will remain in effect for the duration of the works. Site-specific mitigation plans are given below;

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none">• No land acquisition will be required as Jetty will be constructed Moheshkhali Channel Sea shoreline, which is entirely Government land.• No additional land will be required to construct the Jetty due to Moheshkhali channel being government vacant property.• Adequate Government fallen land is available at their premises to keep the construction materials during construction work.• No Households will be affected by the intervention of sub-project.• The local community and local Government have been agreed to provide space beside the Jetty construction site to keep the construction materials during construction work• We expecting no grievances will be found from the neighboring in	Pre- Construction stage	PIU	Safeguard team of PIU, PSC and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	the sub project. If we found any grievance from the neighboring households, we will consult on emergency basis in order to solve the problem by project GRC.			
Loss of livelihood	<ul style="list-style-type: none"> Under this subproject, there is no scope of negative impact on livelihoods of the people of the catchment area. Contractors need to engage local labor as a priority (both skilled and unskilled) at their construction work. Woman labor should get priority at the time of labor recruitment. During construction work social safeguard compliance should be maintained properly by the contractor. 	Pre- Construction stage	PIU Contractor	Safeguard team of PIU, PSC and D&SC
Stakeholders Engagement	<ul style="list-style-type: none"> All the project stakeholders will be consulted and separate community level consultation meeting to conduct with the potential affected HHs (if needed). All the safeguard documents will be disclosed to all the relevant stakeholders before starting construction works. All the stakeholders will be informed about the GRM and to be ensured their membership as a member of GRC. 	Pre- Construction stage	PIU Contractor	Safeguard team of PIU, PSC and D&SC
Loss of right to access Site Selection & implementing	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided. 	Pre- Construction stage	PIU	Safeguard team of PIU, PSC and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
interventions: Human- elephant conflict	<ul style="list-style-type: none"> • Selection of sub-project site and all implementing interventions must take place outside of the elephant corridor/influence area. • Elephant Human conflict need to be avoided. 	Pre- Construction stage	PIU	Safeguard team of PIU, PSC and D&SC
The temporary partition between construction places and existing old Jetty area	<ul style="list-style-type: none"> • Contractor will make the temporary divider/ partition between construction area and existing old Jetty areas under BOQ budget. This divider will be made in such a way that the peoples, speedboat, ferry Boat and other Jetty related activities do not hamper. 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Quality construction work of Jetty at Moheshkhali Upazila in Cox's Bazar District	<ul style="list-style-type: none"> • LGED authority deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant) 	Construction stage	Construction Contractor	Social & Environmental specialist and D&SC
Site Preparation: Soil Erosion; Alteration of natural drainage	<ul style="list-style-type: none"> • Construction facilities including material are to be placed at least 30-meter distance from Jetty construction area in order to minimize impacts on water bodies and natural flow paths. • Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided. • The contractor shall ensure that site preparation activities do not lead to disruption of activities of the existing Jetty. 	Construction stage	PIU	Social & Environmental specialist and D&SC
Safety during construction of the Jetty	<ul style="list-style-type: none"> • Awareness building program will be taken on social safety matters through imparting training from the 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	project before commencement. At the same time, compliance should be ensured by the contractor.			
Drinking water and sanitation facility for male and female Workers	<ul style="list-style-type: none"> Construction camps should have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> Construction activity shall be restricted to avoid noise and sound pollution. 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. should be provided by the contractor to the persons working in high-risk areas. 	Construction stage	Construction Contractor	Safeguard team of PIU and D&SC
Labor Base Camp: Conflicts with the local residents	<ul style="list-style-type: none"> An alternate arrangement for fuel wood, heating and cooking should be arranged for the laborers at the labor camp. Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. To be ensured adequate sanitation facilities in the labor camps. Treated water will be made available at site for labor drinking purpose. Adequate accommodation arrangements for labor and 	Construction stage	Construction Contractor	Safeguard team of PIU, PSC and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	code of conduct to be disclosed through consultation and FGD.			
Health & Safety Risks	<ul style="list-style-type: none"> • The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks. • Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress and dermatitis. • All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • Provide walkways that are designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. • Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas. • Carry out a fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. • Set up a system to alert workers on site. This may be 	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D&SC

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<p>temporary or permanent mains operated fire alarm.</p> <ul style="list-style-type: none"> • Fire extinguishers should be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergencies, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks. • An adequate number of staff and first aiders shall be on-site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. • Emergency evacuation response shall be prepared by the contractor and 			

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
	<p>relevant staff shall be trained through mock-up drills.</p> <ul style="list-style-type: none"> • Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability, etc.), provide the lowest vibration tools that are suitable and can do the works. • Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions. • Regular noise exposure assessments and noise level surveys of noisy areas, processes, and equipment shall be carried out to form the basis for remedial actions when necessary. • Awareness training sessions should be established and provided to all personnel involved during the construction phase in order to highlight the heat-related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heatstroke, dehydration. • Ensure adequate quantities of drinking water are available at different locations within the site, • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and ensure that there are satisfactory washing and changing facilities. • Ensure that all workers exposed to risk are aware of the possible dangers. They should be given thorough training in how to protect themselves and there should be effective supervision to ensure that the correct methods are being used. 			

Potential Social Impacts/Issues	Proposed Mitigation Measures	Project Stage	Institutional Responsibilities	Supervision Responsibility
Pollution caused by leaking latrines and fecal sludge impacting surrounding Neighborhoods	<ul style="list-style-type: none"> • Ensure preventative maintenance schedule is followed. • Regular inspections of potential leaking points. 	Operation & Maintenance	PIU	Local LGED authority
The sub-project is expected to be sustainable	<ul style="list-style-type: none"> • The safeguard issues and maintenance of the Jetty will be taken care of by the concerned LGED authority under the line Ministry of the Government of Bangladesh for sustainability. 	Operation & Maintenance	PIU	LGED
Health & safety risks to workers & Local community	<ul style="list-style-type: none"> • The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase. 	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D&SC	LGED

18. 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 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 Gorakghata Jetty will undergo a short orientation course (to be organized by the contractor) on necessary awareness, motivation and compliance of their assigned responsibilities properly before start the construction work.

19. Conclusions:

Social screening and engineering survey confirmed that land acquisition would not be required for sub-projects improvement. In addition, the problems of migration and population displacement are not expected to be raised during the construction of the sub-project. There is sufficient existing vacant government land to implement the proposed Jetty. A management plan has been developed to mitigate if 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-projects is not expected to have any significant negative social impact.

The social benefits of each sub project are diverse. 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 to be contributed to the local economy. Modern healthcare facilities are expected to be ensured 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, it is strongly recommended to improvement of the proposed Jetty in order to secure its implementation.

Annex-1: At a Glance Key Findings by Social Screening of Improvement for Gorakghata Jetty

Sl #	Name of Subproject	Package Number	Nature of work	Location of Sub Project				Total Length of the Jetty (Meter)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
				Pauroshava	Ward No.	Upazila	District									
1	Improvement of Gorakghata Jetty.	Package Number: EMCRP/AF/W4	RCC Jetty	Moheshkhali	07	Moheshkhali	Cox's Bazar	768.70m (Including 300m RCC Road and 68.70-meter platform)	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of Improvement for Gorakghata Jetty (According to Field Data)

Sl #	Name of Subproject	Package Number	Name of the Upazila	GPS Coordinates	Location of Sub-Projects		Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
					Insight Camp	Out sight Camp					
1	Improvement of Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District.	EMCRP/AF/W4	Moheshkhali	Starting Point-Latitude Value: 21.516884° N. Longitude Value: 91.978564° E.	-	Yes	15/03/2022	10.30 AM	Beside the open space of existing Gorakghata Jetty	Local Community	<ul style="list-style-type: none"> Effective coordination will be created between the stakeholders and Government officials for Jetty Construction. Availability of first-aid boxes at the proposed sub-project site.
								12.15 PM	Dagh Banglar Moar, Moheshkhali Municipality Area	Traders and Community	<ul style="list-style-type: none"> Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others. Avoiding and minimizing adverse social impacts for

								10.30 AM	Upazila Engineer's office Room, Moheshkali	Government officials	the site selection, design and construction.
								12.30 PM	Upazila Forest office Room, Moheshkali	Government officials	<ul style="list-style-type: none"> • Ensuring various stakeholders' participation, which will enhance their sense of belonging in the proposed sub-project. • Identifying unavoidable adverse impacts and ensure effective mitigation measures. • Ensuring social conflicts and grievance management during construction period. • Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc. • Ensuring equal wages for female labor including site security and facilities. • Ensuring that GBV is not occurring at the work site.





Annex-03: Social Screening of Construction for Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District, Package Number: EMCRP/AF/W-4.

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The proposed sub-project is a Construction of Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District. For the construction of Gorakghata Jetty in Moheshkhali place of land already selected. This land situated at Moheshkhali Channel under Village: Gorakghata, Ward number: 07, Pauroshava: Moheshkhali Pauroshava in Moheshkhali Upazila of Cox's Bazar District. It is found to be an area on the most south-eastward of the Upazila. The localities that this location is surrounded by are Gorakghata, Adinath Bazar, Charpara, Shikderpara under Moheshkhali Upazila of Cox's Bazar. This Jetty can be one of the infrastructural lifelines of Moheshkhali Upazila. Having a pre-existing jetty northward (on average 20 meter away from a parallel standpoint of the newly proposed jetty) which is found to be around 450 meters long and 03 meters width. An estimated 30,000 to 35,000 people enter through this entrance every day. The Sub-Project is an infrastructure development project with a proposed design that accommodates two components together for effective improvement of Moheshkhali Upazila one of which is a RCC road (Ch.00m to Ch. 300m with slope 1:3) and the rest 400m is the jetty joint by a round-about.

Proposed length of 700m among which 300m will be RCC Road leading up to the rest 400m long jetty connected by a round-about in between. No tribal people found in the catchment area of the Sub-project. Once Moheshkhali Island was connected to Cox's Bazar mainland. In 1569 AD, the island was separated from Cox's Bazar by a catastrophic cyclone. Gorakghata Jetty of Moheshkhali Island can be reached by speed boat from Cox's Bazar No. 6 Jetty Ghat within 10-12 minutes by crossing Bakkhali river and Bay of Bengal estuary.

Gorakghata Jetty is one of the tourist attractions of Moheshkhali, an island formed by the combination of mountains and sea. At the entrance of Moheshkhali from Cox's Bazar, seeing the mangrove paragon created by the beautiful nature on both sides, the prehistoric experience easily comes to mind. Gorakghata Jetty, the main entrance to Moheshkhali, was constructed in 1989 by the Water Development Board. Built on 182 pillars, this beautiful jetty with a length of 695 meters is recognized as the second longest jetty in the country.

At present, Gorakghata Jetty Ghat is the suffering of about four lakh people of Moheshkhali Upazila of Cox's Bazar. As Gorakghata Jetty Ghat became dangerous, in 2000, bridge of Jetty Ghat was extended by 100 meters at a cost of about one crore taka. But the extended jetty collapsed within a few years as the river filled up.

At full tide all types of boats are stranded at least 200 yards from the jetty. As a result, no boat can enter the jetty during low tide. Alternative small boats also cannot ply at this time. Users have to bear this suffering for about 5 hours every day.

Passengers said that during low tide they have to wade through waist-deep mud and knee-deep water. Although male passengers can move somehow, women, children and elderly passengers are facing extreme hardship. Patients suffer more. Residents of the area have been suffering endlessly while communicating with Cox's Bazar Sadar for five years. The authorities are not taking any action despite numerous accidents and complaints from passengers for a long time.

The users complain that the authorities do not bother to expand the jetty, even though they collect 30 to 40 lakh takas in revenue from this jetty every year.

In the consultation meeting, the consumers along with the honorable local parliamentarian said, 'due to the ghat now we have to move according to time. There is no protection if it is low. This situation has been going on for the last five years. Apart from locals, tourists are also suffering. Currently, Moheshkhali is an important area around the Matarbari Coal Power Plant. Day by day Moheshkhali is also gaining importance

due to implementation of Matarbari coal project where high level VIPs, government and non-government officials, foreigners come to visit on regularly. Various VIPs are coming to Moheshkhali from time to time. JT Ghat is creating obstacles in this. Therefore, improvement of Moheshkhali jetty is now the demand of time. GPS Coordinates: Latitude Value: 21.516884° N. & Longitude Value: 91.978564° E. Total Length of Jetty is 750 meter and Average Width is 7.03 Meter. Based on field survey, the selected place of land is at present open space. But naturally established paragon are located adjacent to where the jetty will be constructed, which correlates with the tide and ebb of the river.

Some cultural, archaeological, religious sites near (within 1km) of site are given below:

Directions	Features
North	Rakhain Crematorium (1km), Tanjiro Buddhist Bihar (900m), Moheshkhali Adinath Port (850m), Gorakghata terminal (50m), Mangroves (100m).
South	Mangroves/Paragon(10m), Salt farming lands (500m, SW). The project crosses through mangrove forests.
East	Moheshkhali Channel (800m), Digital Island (150m), Shikdarpara GPS (1km), Police Station (1.00km).
West	Buddhist Monastery (700m), Jamiatul Madrassa (500m), Leadership College (900m), Leadership Mosque (900m), Gorakghata Mosque (800m), Shikderpara Graveyard (550m), Pond (500m), Gorakghata Bazar (550m), Moheshkhali Model high School (1.0 km), Rakhain Buddhist Temple (350m).

No scope to disturbance by this sub-project which bring religious and cultural values to the community people. The people of the area will directly benefit from the Construction of Gorakghata Jetty which will contribute to the national development.

Sub-project Location:

Proposed Construction of Gorakghata Jetty situated at Moheshkhali Channel under Village: Gorakghata, Ward number: 07, Pauroshava: Moheshkhali in Moheshkhali Upazila of Cox's Bazar District. GPS Coordinates: Latitude Value: 21.516884° N. & Longitude Value: 91.978564° E.

Major Components	Dimensions	Total footprint area (Square meter)	Remarks
Proposed RCC Road	300.00mX32.00m	9600.00	300 meters length RCC Road (300-meter length x 9.8-meter top width where carriageway 7.3 meter and shoulder 2.5-meter. side slope 1:3 i.e., bottom width 32 meter)
Proposed Jetty	400.00mX08.00m	3200.00	400 meters length RCC Jetty (400-meter length x 8.0-meter width where carriageway 6.2-meter, 1.3-meter footpath, 0.4-meter railing and 0.1-meter footpath slope)
Proposed Platform	35.70mX68.70m	2,452.59	The platform will be on the Moheshkhali channel with required amenities to support passengers.
Total footprint area (Square Meter)		15,252.59 (Square meter)	
Total footprint area (Decimal)		376.93 (Decimal)	

Package summery works of proposed Jetty are mentioned below;

Designs Included as Safety Works and discharge management	Dimensions	Remarks
Roadside Slope	1:3 Slope	-
Guard Post	03.00m	Proposed on RCC approach

		road
Foot Path	0.9m	On Jetty portion
U-Drain	.35mX.25mX.45m	On proposed RCC road
Septic Tank	Not available	Positioned near the 2 nd Terminal Park
Wastewater pipeline	Along the full length of the establishment	-
Proposed Platform Amenities		
Feature type	Quantity	Dimension
Guest Room	5	5675mm X 5975mm-(1), 5675mm X 5575mm-(2), 5050mm X 5550mm-(1) & 4500mm X 4450mm-(1)
Balcony	4	1800mm X 900mm
Kitchen	1	3050mm X 4225mm
Waiting Area	1	4975mm X 14025mm
Security Room	1	4975mm X 4350mm
Toilet (Male & Female)	12	1925mm X 1500mm-(1), 2050mm X 1650mm-(1), 2050 X 1575mm-(1), 1500mm X 2400mm-(1), 1200mm X 2100mm-(2), 1100mm X 2100mm-(1), 1900mm X 2100mm-(1) & 2400mm X 1350mm-(4)
Prayer Room	1	3350mm X 5975mm
Restaurant	1	10075mm X 11675mm
Coffee Corner	1	4975mm X 6200mm
Ticket Counter	1	6100mm X 5500mm
Driveway	1	Open Space
Car Parking Area	Open Space	20475mm X 5475mm
Cargo Parking Area	Open Space	9975mm X 10725mm
Water Tank	2	Not Applicable
Tube well (Hand)	1	290m depth
Submersible Pump	1	305m depth

Important Features of Sub-project Location	
Name of Package	Improvement of Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District.
Package No:	EMCRP/AF/W4
Ward	07
Municipality	Moheshkhali Municipality
Upazila	Moheshkhali
District	Cox's Bazar
Total Length (Meter)	Length-768.70m (Including 300m RCC road and 68.70-meter platform)
Width of Jetty (Meter)	Road 9.8-meter, Jetty 8 meter and platform 35.7 meter
Distance from Upazila Head Quarter	1.5 Km.
Proposed structural land space	376.93 Decimal.
Present Condition of Land	Open space, Adjacent: Paragon (Natural Established)
Proposed Sub-project Interventions	RCC Jetty
GPS Coordinates	Latitude Value: 21.516884° N. & Longitude Value: 91.978564° E.
Land ownership	Government Land

Expected construction period: 540 working 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: Another old jetty exists adjacent to where the new sub-project (New Jetty) will be constructed which will not affect the construction of the new jetty in any way. Sub-project has no located historical sites were found. There are few socio-cultural assets in this proposed area but that will not be affected by the construction work. In consultation meeting it has revealed that no Elephants corridors there and no elephant has been found last few years in the proposed sub-project area.

Section C: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: No foreign workers will be need for remaining work at this locality for construction work. Based on consultation with local stakeholders, most of the workforces are available in the locality. The unskilled workforces are available in the local and project area but the skilled workforces will be need to hire from outside by the contractor as required in the project.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Definitely, the project hire workers from the local workforce as project required, because in subproject areas have enough worker, both skilled and unskilled. But labor function was how to manage, it totally depends on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area</p>

	<p>as required. Approximately 25 skilled and unskilled workforces are expected to be required for the construction work. Among them 05 will be skilled and 20 will be unskilled workforces.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Most of the workforces expected to be hired from local community and they do not have required for accommodation in the construction site because they will come from their own house. But maximum skilled labor coming from outside of the project site, they will need to have a temporary shed for accommodation. The size of workers shed will depend on the number of outside laborers. Labor shed will be suitable to setup in the adjacent location of the proposed site. The place of constrictions labor shed and stockyard is available gov't land in outside of this sub project area.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 38,000. Male- 15884 and Female- 22116. The total number of families are near about 3707.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: Moheshkhali Upazila was Rohingya free. There is no Rohingya population of the sub-project area.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this sub-project (Jetty) connect to way of different important places of Union, Upazila and districts as well as their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local people, outsiders and Tourist are keeping communication in the project area for many reasons. Near about 40000 local community, outsiders and tourist use the sub-project area (Jetty) daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the</p>

population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>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>Answer: Incoming workers are very low in numbers, so there will be no competition in using of resources.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration is about 540 working days but it may be extended</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier <p>Crisis of vehicles and movement problem from one place to another.</p>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

C.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend the improvement of Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District.
2. Is the site for land taking known?	✓			Gorakghata Jetty will be constructed on open land. Meanwhile, Local, Government Representatives, Local community, Union council, people of both side of Jetty & government relevant department have given their consent to intend the Jetty construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed Improvement of Gorakghata Jetty in Moheshkhali place currently vacant.
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.

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 Jetty.
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 Jetty construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 17)				
13: Who are the stakeholders of the project? Answer: The key stakeholders from safeguards point of view include: Main stakeholders are – local people, jetty users, traders, Local communities, transport owners, people on both sides of the jetty, 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? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?				

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

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

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

- Price may be hike of essential commodities in local hat Bazar.
- Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period.
- Some skilled and unskilled laborers will be engaged from host communities or outside, it may create conflict because Incoming labors may engage with anti-social activities which can challenge the values system of the society.
- To establish the scheme tasks, some outsider labor, technicians will be engaging over there; so, scope to arise social conflict might be raised gender and gender-based violence issues eve teasing etc.) are being addressed through mainstreaming activities. As the mitigation measure the SS team and GRC following the respective GRM, will aware on GBV and motivate the community through consultation meeting, counseling.
- Unexpected noise and sound pollution may be generated in the adjacent locality. It also can hamper the study of the children as well as old ages during the construction period.
- Heavy loaded vehicle movement through the earthen/broken HBB/BFS road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

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

Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of Gorakghata Jetty in Moheshkhali. 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 Gorakghata Jetty 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 to Gorakghata Jetty 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 Gorakghata Jetty 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 Gorakghata Jetty need to construct considering height of wave, speed of wind, current forces, high & low tide and flood level standards.

Annex-04: Screening Findings and Mitigation Measures

Mitigation measures need to be proposed in referenced to ESMP Guidelines relevant to the type of the sub-project, proposed in Section 8.2 of ESMF. Accordingly, we have completed the task followed by FGD and public consultation. 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	Improvement for Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District.					
2: Pre-construction Phase	Loss of land/ and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none">No land acquisition will be required as the jetty will be constructed on existing alignment (Moheshkhali channel) which is entirely government land.No additional land will be required to construct the Jetty.Local community and public representatives have agreed upon to provide Government fallen land space beside the construction site keep the construction materials during construction work.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.	PIU consultant, PSC and D&SC	✓Number of Complaints ✓Check Grievance register ✓Resolutions against the grievances	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	No significant impact will be generated by the sub-project. Local people particularly woman labor should get priority with equal payment at the time of labor recruitment.	PIU consultant, PSC and D&SC	✓Labor wages payroll ✓Interview with labor ✓Frequent visit by D&SC and PIU personnel ✓Copy of code of conduct	Weekly basis

	Site Selection & implementing interventions: Human-elephant conflict	No adverse impact may be generated	<ul style="list-style-type: none"> • Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area. • 	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"> ✓ Check sub-project Map ✓ Checking IUCN report ✓ Documents check and an Interview of Elephants response team 	Monthly basis
3: Construction Phase	Temporary partition between construction places and people movement area	Low impact may be generated	<ul style="list-style-type: none"> • Contractor will make sure the temporary divider/partition between construction area and people movement areas under BOQ budget. This divider will be made in such a way that it does not interrupt the daily activities of the people. 	Construction Contractor	<ul style="list-style-type: none"> ✓ Visiting the sub-project site ✓ Picture of divider/partition 	Monthly basis
	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> • Traffic management plan (TMP) will be developed by construction contractors and it duly approved by relevant authority • Clear and specific indication should be in the TMP where parking lot will be established and how it will be managed • Adequate arrangement should be in TMP for reducing suffering of public, tourist, water vehicle related activities etc. • Traffic signs should be both Bangla and English at appropriate places. 	Construction Contractor	<ul style="list-style-type: none"> ✓ TMP & TCP available in place ✓ Interview of public and water vehicle riders ✓ Signpost, signage, signboard, billboard, leaflet etc. ✓ Report of awareness raising event on traffic management ✓ Traffic sign both Bangla and English language 	Monthly basis

	Safety during construction of the Jetty and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> • Awareness building program will ensure on social safety matters through imparting training from the project before sub project commencement. At the same time, project compliance will ensure by the contractors during construction. • Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. should be provided to the persons working in high-risk areas. • An unauthorized person entry to the proposed site should restrict strictly and ensure proper storage and control of hazardous materials on site. • Health and safety training to the labors • Child labors are not allowed for any form of activities • Site(s) shall be secured by fencing and manned at entry points 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal protective equipment (PPE) ✓ Labor camp and storage shed of hazardous materials on site ✓ Training register ✓ ID card of labor ✓ Fencing, entry and exit point 	Fortnightly basis
	Drinking water and sanitation facility for male and female workers	Low impact may be generated	<ul style="list-style-type: none"> • Construction camps should have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Check tubewell ✓ Water quality test randomly ✓ Check sanitation facilities ✓ Check bathing places 	Weekly basis
	Noise from construction works	Low impact may be generated	<ul style="list-style-type: none"> • Construction activity shall be restricted considering possible measures to avoid noise and sound pollution. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Physical visit ✓ Interview with local people 	Weekly basis

	Labor Base Camp: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> ✓ An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp. ✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. ✓ Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. • Anti-social activities strictly prohibited. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Checking use of resources by labor ✓ Document checking of awareness building activities ✓ Physical Checking ✓ Grievance register ✓ Interview with local community 	Daily site visit
	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> • 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. • All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • Provide vehicle route Signpost that are clearly designated as a vehicle route; and with adequate lighting. • Provide walkway Signpost that are clearly designated as a walkway on BC road construction part; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Regular site visit ✓ List of materials such as; Fire distinguisher, first Aid box ✓ Fitness certificate of equipment provided concern Authority. ✓ Visibility report of site post, signboard, festoon containing precautionary measures ✓ List of Personnel equipment materials ✓ Training document checking 	Daily site visit

			<ul style="list-style-type: none"> • Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. • Fire extinguishers should be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan. • Electrical equipment must be safe and properly maintained; • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks. • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. 			
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			<ul style="list-style-type: none"> • Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills. • Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability etc.), provide the lowest vibration tools that are suitable and can do the works. • Ensure all tools and other work equipment are serviced and maintained in accordance with maintenance schedules and manufacturer's instructions • Regular noise exposure assessments and noise level surveys of noisy areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary. • Awareness training sessions should be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration • Ensure adequate quantities of drinking water are available at different locations within the site, • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities. ✓ Ensure that all workers exposed to a risk are aware of the possible dangers. They should be given thorough training in how to protect themselves and there should be effective supervision to ensure that the correct methods are being using. 			
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	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> • An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host. • Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as the illegal drug trade. • Workforce will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. • Anti-social activities strictly prohibited 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Checking use of resources by labor ✓ Document checking of awareness building activities ✓ Physical Checking ✓ Grievance register ✓ Interview with local community 	Daily site visit
4: Operational Phase	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	Low impact may be generated during construction even some times after construction	<ul style="list-style-type: none"> • The main mitigation and monitoring measures to minimize or reduce the environmental and social impacts during decommissioning are anticipated to be similar to those identified for the construction phase. 	LGED	<ul style="list-style-type: none"> ✓ Number of complaints received ✓ Check maintenance cost ✓ Physical verification and site visit 	Quarterly basis

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

Annex-05: At a Glance Public Consultation of Improvement for Gorakghata Jetty at Moheshkhali Upazila in Cox's Bazar District under Package Number EMCRP/AF/W4.

1. Project Stakeholders:

Community Peoples, Upazila level Government officials, District level Government officials, Contractors, Tourist, Local Elected Representatives, Traders, Transport driver, Fisherman, day laborer, Businessman, Development Partners and Local and International NGOs working with community etc.

2. Methodology:

Adoption of appropriate methodology plays very crucial role to prepare Social Screening of Sub-project. Participatory process has followed to conduct Social Screening. Participatory public consultations have been held at each sub-project level with participation of community people, Local government, transport driver, fisherman, contractors and LGED official's representatives. There are some PRA tools are used for collecting data like; FGD and Social Screening form (SSF). In public consultation meeting that held at sub-projects level, has taken adequate measures to inform the project beneficiaries and stakeholder about project related information like; Project Development objective (PDO), Project intervention and project benefit. The stakeholders also provided some valuable suggestions for smooth implementation of the project that also been incorporated in the report. In addition, effective mitigation measures have also been reflected in SMP in SL # 18.

3. Feedback, Suggestions and recommendations of the participants:

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

- The officials attended in the meeting have considered that the selected site is suitable for the development of jetty construction from both the technical and social point of view.
- The FGD results confirmed that decision of Jetty construction Increased movement facilities of the community and all level of stakeholders.
- At the time of jetty construction, peoples may face difficulties to construction works, which need to be adequately addressed.
- Public safety should be ensured by properly fencing, barriers, barricade the work sites and traffic sign will be given in appropriate places and workers' safety by providing necessary safety gears/first aid boxes, as required.
- Local people shall get adequate attention from the contractor and project authority.
- Quality of construction work shall be properly ensured.
- Security guards will be appointed from the local workforces.
- Local labor shall get priority in Jetty construction work.
- The participants have expressed their greater interest for this Jetty for their community and using this all improve facility with highest compatibility.
- They also requested to keep provision for Separate male and female latrines facilities in respect to sanitation facilities etc.
- The adverse social impacts that may come in the way of health & safety during the construction period, and persist for a short duration, yet proper management/conservative options should be adopted.

4. Conclusion:

In conclusion, it can be clearly determined that the sub-project (Package EMCRP/AF/W-4) will generate tremendous positive impacts for the local community, particularly in the socio- economic context for the catchment area peoples and Government officials. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

Annex-06: Photographs of Consultation Meeting of Improvement for Gorakghata Jetty under package number EMCRP/AF/W4.





Annex-07: List of Participants Attended in a Consultation Meeting of Improvement for Gorakghata Jetty under package number EMCRP/AF/W4.

Package Number : EMCRP/AF/W4

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাল্টি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Additional Financing

Public Consultation Participants List

Focus Group Discussion

সময়: 10:30 AM

তারিখ: 15/03/2022

উপ-প্রকল্প/কমপোনেন্ট এর নাম: Improvement of Gorakghata Jetty at Moheshkhali upazila in Cox's Bazar District.

মত বিনিময় স্থান: Beside the open space of existing Gorakghata Jetty

ইতিমধ্যে: মহেশখালী পৌরসভা ওয়ার্ড নং: ০৬ ডাকঘর: মোহেশখালী ৮৯০ উপজেলা: মহেশখালী জেলা: কক্সবাজার

সাব প্র্যাক্টিস নং: EMCRP/AF/W-4

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / চিহ্নসহ
০১	মোঃ তোহিদ	৩৮	পুরুষ	মহেশখালী	তোহিদ
০২	আবদুর হোসেন	৩২	৷	চৌদ্দ মহেশখালী	আবদুর হোসেন
০৩	মোঃ হুমায়ুন	৩৫	৷	গোড়কোন্ডা	(মোঃ হুমায়ুন)
০৪	ইলিয়াস হোসেন	২৯	৷	কামালপুর	ইলিয়াস
০৫	ফাহিমুর	২৫	৷	চৌদ্দ মহেশখালী	মোঃ জিন্নাহ হোসেন
০৬	আবদুর হোসেন	২৭	৷	"	আবদুর হোসেন
০৭	কামাল	৩২	৷	কামালপুর	কামাল
০৮	আবদুর হোসেন	২৮	৷	"	আবদুর হোসেন
০৯	আবদুর হোসেন	২২	৷	গোড়কোন্ডা	আবদুর হোসেন
১০	সুদীপ্ত	৬০	৷	"	সুদীপ্ত
১১	মোঃ বাবু	৬৪	৷	"	Babu

Package Number : EMCRP/AF/W4

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

সরকারী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সরকার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময় : 12:15 PM

তারিখ : 15/03/2022

উপ-প্রকল্প/কম্পোনেন্ট এর নাম : Improvement of Gonakghata Jetty at Moheshkhali upazila in Cox's Bazar District.

যত বিমিত্র স্থান : Dagh Bangla Mazar, Moheshkhali

ইউনিয়ন : Moheshkhali Municipality

ওয়ার্ড নং : 03

ডাকনাম : Gonakghata 4710

উপজেলা : Moheshkhali জেলা : কক্সবাজার

সব পাঠক নং : EMCRP/AF/W4

অংশগ্রহণকারীদের হাতিয়ার (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / চিহ্নসহ
01	তমঃ ইব্রাহিম	22	পুরুষ	গোলাঘাট	ইব্রাহিম
02	তমঃ ইব্রাহিম	36	পুরুষ	গোলাঘাট	ইব্রাহিম
03	হাজি	32	পুরুষ	গোলাঘাট	হাজি
04	লিয়ার শাহিন	36	পুরুষ	আলমারী	লিয়ার শাহিন
05	তমঃ শাহিন	26	পুরুষ	আলমারী	তমঃ শাহিন
06	আলমারী হাজি	36	পুরুষ	গোলাঘাট	আলমারী
07	আলমারী হাজি	32	পুরুষ	গোলাঘাট	আলমারী
08	আলমারী হাজি	38	পুরুষ	আলমারী	আলমারী
09	তমঃ শাহিন	28	পুরুষ	গোলাঘাট	তমঃ শাহিন
10	তমঃ হাজি	32	পুরুষ	আলমারী	হাজি
11	তমঃ হাজি	32	পুরুষ	11	হাজি
12	আলমারী হাজি	32	পুরুষ	11	আলমারী
13	আলমারী হাজি	39	পুরুষ	গোলাঘাট	আলমারী
14	হাজি হাজি	22	পুরুষ	গোলাঘাট	হাজি
15	হাজি হাজি	32	পুরুষ	11	হাজি

Package Number : EMCRP/AF/W4

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Additional Financing

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাটি সেবায় প্রকল্প

Local Government Engineering Department (LGED)

Consultation Participants List

Focus Group Discussion

Upazila: Moheshkhali

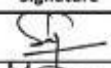

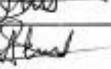
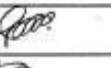
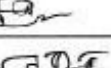
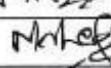
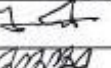
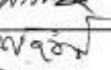


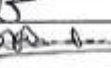



District: Cox's Bazar

Time: 10.30 AM & 12.30 PM

Dated: 15/03/2022

Sub-Project Name: Construction of Gorokghata Jetty at Moheshkhali Upazila in Cox's Bazar District.

Place of meeting: Office of the Upazila Engineer & Upazila Forest office, Moheshkhali, Cox's Bazar.

Sl. No	Name	Designation	Signature
01	Sabuj Kumar Dey	UE, Moheshkhali	
02	Abu Noman Md. Abdullah	UEO(A-0)	
03	Tafas Dutt	UPPO	
04	HALIMUR RASHID	Contractor	
05	MD. KAMJOL HAQUE	effire	
06	MD. Ashraf Hossain	W/A	
07	MONJUR MURSHED	UPAZILA SOCIAL SERVICES OFFICER	
08	MD. MORSHUDUL ALAM	N/A	
09	Jahangir Alam	N/A	
10	MD. MAMUN AKTER	W/A	
11	Abdu Rohim	MLSS	
12	Md. Parvej Mahmud	Surveyor	
13	Depunkorkey	LKSS	
14	Pranoy Dey	CA	
15	S.M. Anisur Rahman	Forest Range Officer, Moheshkhali	