



Government of The People's Republic of Bangladesh

Ministry of Local Government, Rural Development and Co-operatives

**Additional Financing for Emergency Multi-Sector Rohingya Crisis
Response Project (EMCRP)**

Local Government Engineering Department (LGED)



**Report on
Outcomes of Social Screening on Improvements proposed by RCC and BC on
Rigid Pavements under EMCRP/AF/W-17 (included 05 sub-projects)**

Funded by:



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



Development Design Consultants Ltd.

October 2022

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Abbreviations

Abbreviations	Descriptions
ARIPA	Acquisition and Requisition of Immovable Property Act;
BC	Bituminous Carpeting
BFS	Brick Flat Soling
CBO	Community Based Organization
CPR	Common Property Resources
CSO	Civil Society Organization
DOE	Department of Environment
DoF	Department of Forest
D&SC	Design & Supervision Consultant
EMCRP	Emergency Multi-Sector Rohingya Crisis Response Project
ESMF	Environmental and Social Management Framework
FGD	Focus Group Discussion
GPS	Government Primary School
GRC	Grievance Redressed Committee
GRM	Grievance Redressed Mechanism
HBB	Herring-Bone Bond
IUCN	International Union for Conservation of Nature
LGED	Local Government Engineering Department
LGRD	Ministry of Local Government, Rural Development and Co-operatives
N/A	Not Applicable
NGO	Non-Government Organization
OP	Operational Policy
PCC	Plain Cement Concrete
PDO	Project Development Objective
PIU	Project Implementation Unit
PRA	Participatory Rural Appraisal
RCC	Reinforced Cement Concrete
RF	Resettlement Framework
RRRC	Refugee Relief & Repatriation commissioner
RoW	Right of Way
RPF	Resettlement Policy Framework
SMP	Social Management Plan
SSF	Social Screening Form
SSO	Social Safeguard Officer
TP	Tribal People
TMP	Traffic Management Plan
TCP	Traffic Control Plan

1. Background of the Project:

The Department of Local Government Engineering (LGED) under the Ministry of Local Government, Rural Development and Cooperatives (MoLGRD&C) is one of the government agencies to implement the World Bank-funded Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Additional Financing (AF). The project is designed to reduce the risk of Displaced Rohingya Population (DRP) with community people in all Upazila 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. This project will follow a sustainable development path that is resilient to the effects of disasters and climate change.

As per the revised DPP (Development Project Proposal) of additional funding, nineteen work packages have been selected for various construction activities including seven packages for road improvement. The main objective of this social screening report is to identify potential social risks and impacts, their significance, and level of assessment and management required to address them. The social screening surveys were conducted following the World Bank approved questionnaire and the project ESMF & RPF. Based on social screening survey no external influences are identified, if any impact is detected during construction, it will be addressed following the guidelines of RPF and ESMF.

Screening report of all these roads has been prepared for road package-EMCRP/AF/W17 comprising 5 sub projects within the host community of Moheshkhali Upazila under Cox's Bazar district to understand the required social compliances mentioned in SI #-3.

Under this package existing various categories of Bituminous Carpeting (BC), Brick Flat Soling (BFS), Earthen & Plain Cement Concrete (PCC) roads are looks in poor conditions. During calamities and monsoons, people face difficulties to use these roads due to muddy and potholes, and the roads are not wide enough for traffic. Hence, LGED has taken initiative to improve existing roads for the betterment of the common people. Simultaneously, building community ownership and their active engagement in the development process is also important to ensure the sustainability of the proposed roads and their future maintenance. Therefore, LGED always prioritizes this kind of task so that local people feel that it is their social responsibility to look after these assets/resources and all these activities are being implemented for the benefit of the community.

It is confirmed that the proposed road will be improved along the existing alignment with average 3.7-to-4.2-meter width including 0.6 meter both side slopes entirely owned by government land (details mentioned below section-2). So, peoples have to face difficulty on the roads. For uninterrupted traffic movement and public safety as well as greater interest of the local community, these roads shall be improved immediately by Rigid pavement (Reinforced Cement Concrete-RCC) & Bituminous Carpeting (BC).

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

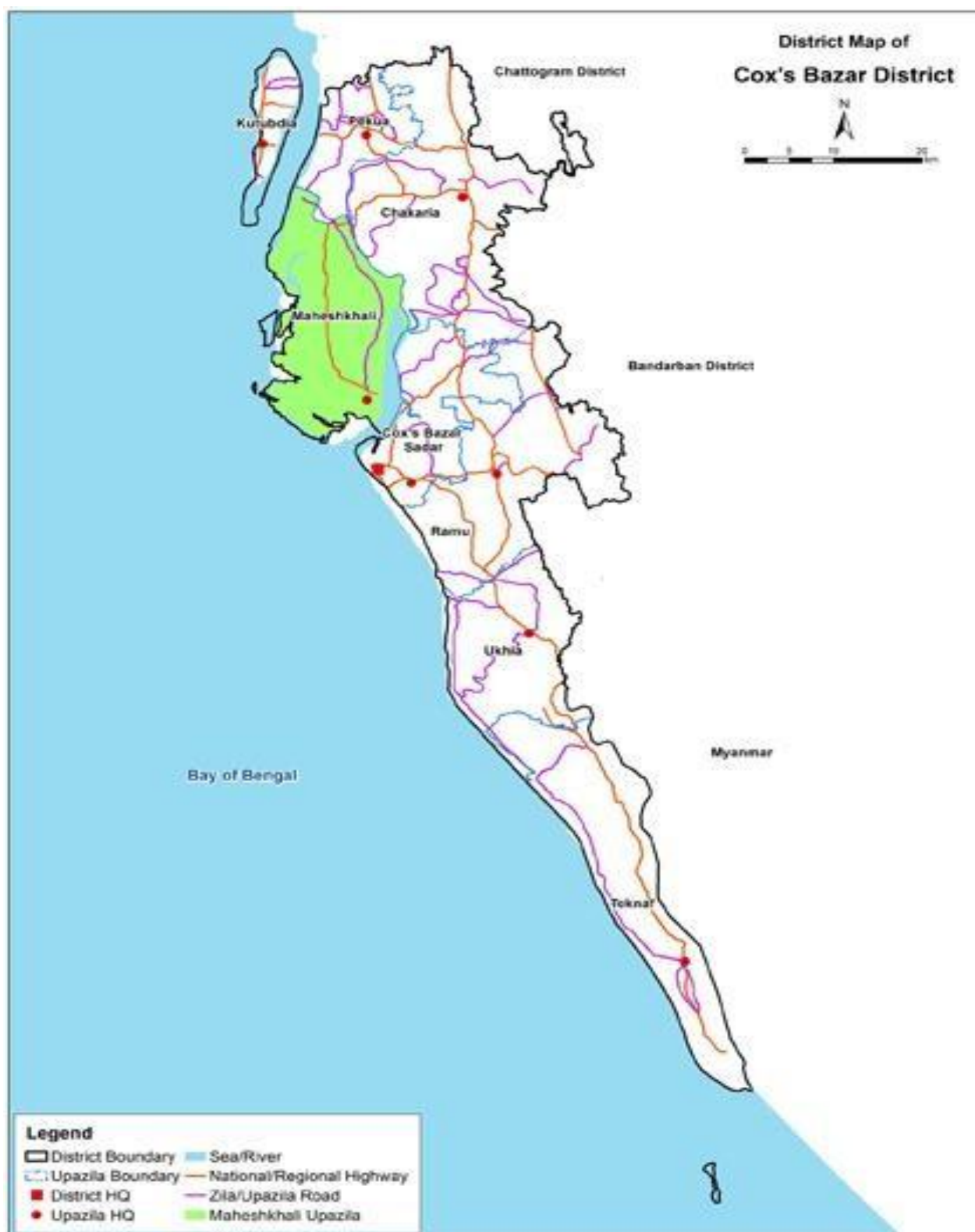
The social screening survey was conducted by the D&SC social team, following the guidelines of ESMF and RPF and the results indicate that detailed implementation of the sub-projects will not be affected trees, structure, crops, community property or any other assets. Land acquisition and population displacement/relocation of habitants & shops shall not be needed to implement these subprojects. No tribal people have been identified during team surveys.

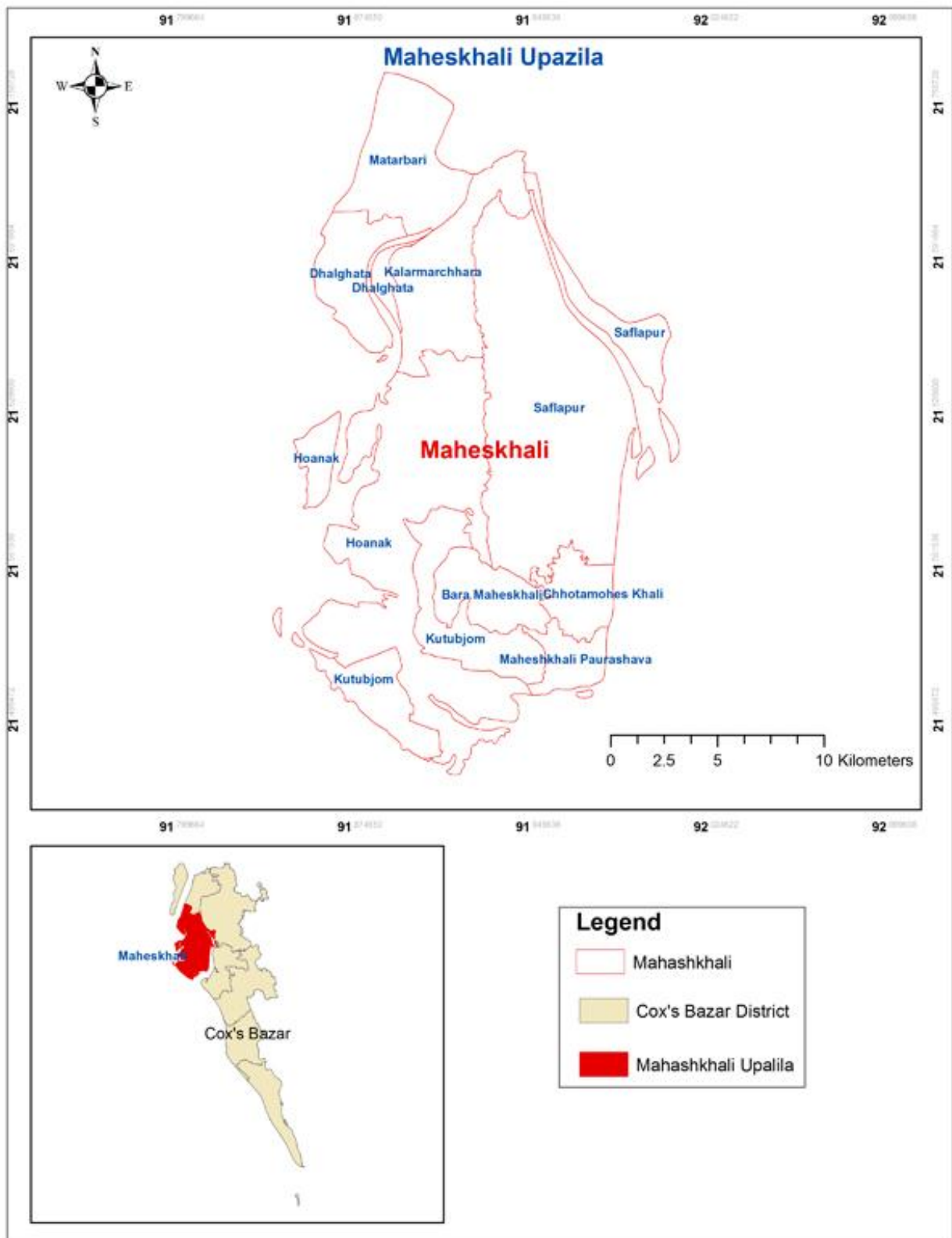
2. Sub-Project Location and Scope of Work

Name of District	Name of Upazila	Name of Union	Catchment Area Villages	Sub Package Number	Sub-Project Name & Road ID	Length (Meter)	Average Crest/Top width 2.50 & 3.00 meters & both side slope 0.6 meter)				Within the DRP	Within the Host Communities (Meter)	Intervention Types
							Left slope (M)	Crest/Top of width (M)	Right slope (M)	Total width of road (M)			
Cox's Bazar	Moheshkhali	Baro Moheshkhali	Baro Deil, Mogria Kata & Fakira Kata	EMCRP/AF/W17.1	Improvement of Fakira Kata WAPDA embankment road from Ch. 100 to 1140m & Road ID: 422494008	1040m	0.6	2.50	0.6	3.7	-	1040m	Rigid pavement [(Reinforced Cement Concrete) (RCC)] & Bituminous Carpeting (BC)
		Hoanok	Kalagazir Para	EMCRP/AF/W17.2	Improvement of Kalagazipara road from Ch. 00 to 1000m & Road ID: 422495091	1000m	0.6	3.00	0.6	4.2	-	1000m	Bituminous Carpeting (BC)
		Baro Moheshkhali	East Jagira Ghona, East, East Doilar Para, West Fakira Ghona & WestDoil Para	EMCRP/AF/W17.3	Improvement of Natun Bazar-Kazibari Road from Ch. 00 to 1510m & Road ID: 422495100	1510m	0.6	3.00	0.6	4.2	-	1510m	Bituminous Carpeting (BC)
		Matarbari	Sikdar Para, Man Hazir Para, North Miazir Para, South Miazir Para, Boliur Para & Maiz Para	EMCRP/AF/W17.4	Improvement of Matarbari-Sikderpara-Maizpara road from Ch. 00 to 1250m & Road ID: 422494016	1250m	0.6	3.00	0.6	4.2	-	1250m	Rigid Pavement [(Reinforced Cement Concrete) (RCC)]
		Baro Moheshkhali	Munshir Deil, Mazer Deil & East Pahartoli	EMCRP/AF/W17.5	Improvement of Munshirdeil to Pahartoli road from Ch. 00 to 1000m & Road ID: 422495088	1000m	0.6	3.00	0.6	4.2	-	1000m	Reinforced Cement Concrete (RCC) and Bituminous Carpeting (BC)

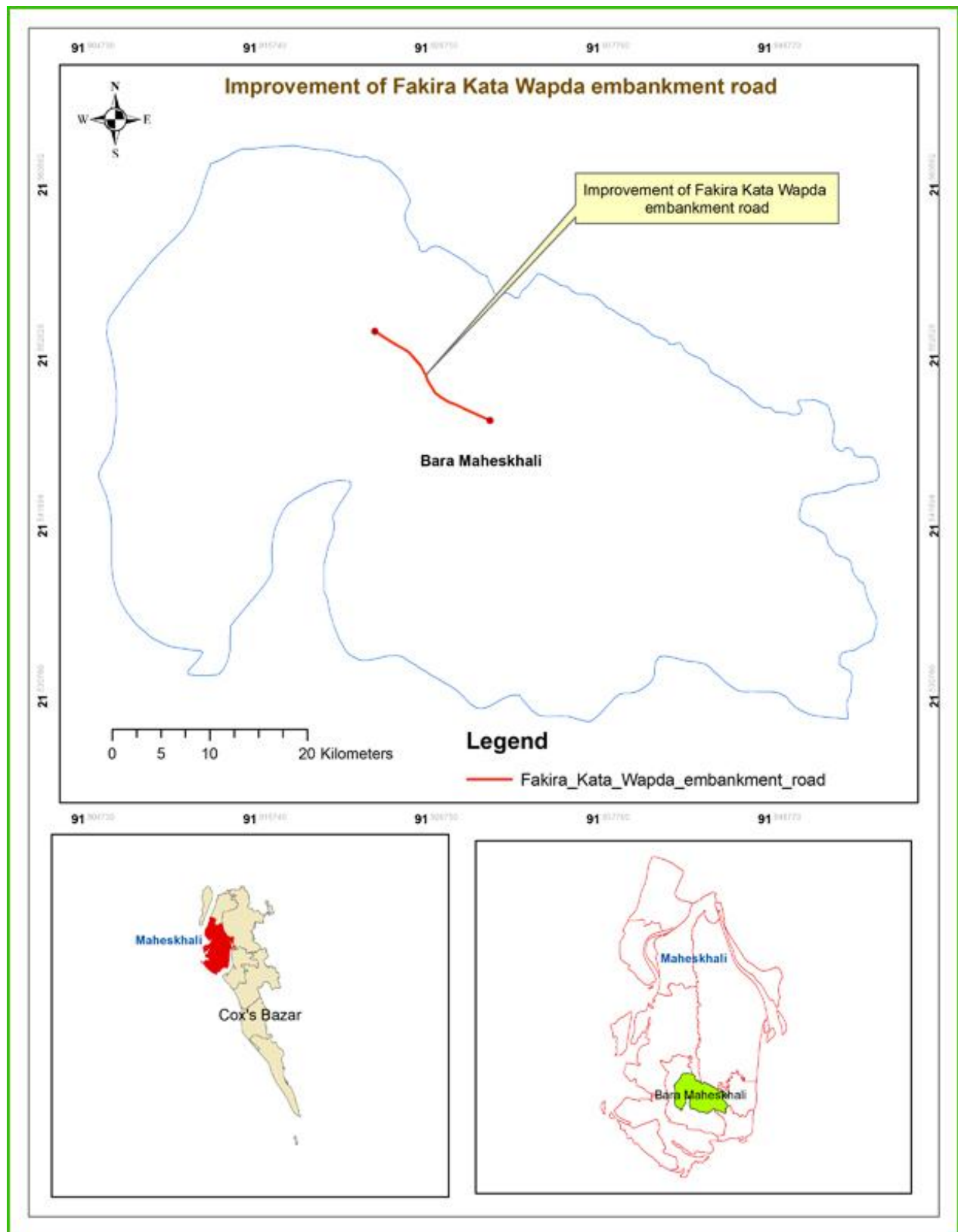
The Project Map and detail's location of sub-projects are given below;

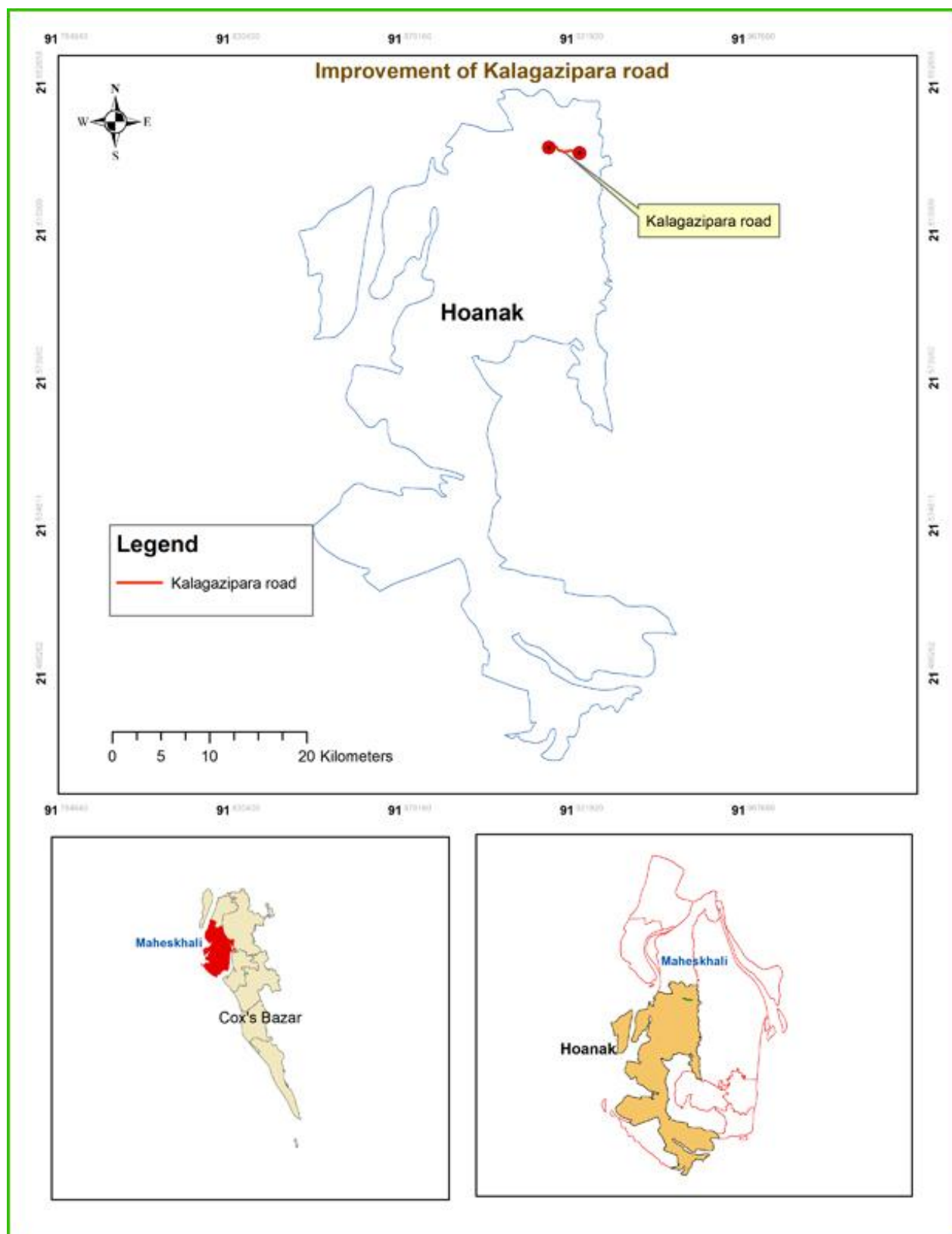
3. Map of Cox's Bazar District and Moheshkhali Upazila with Sub Project Location

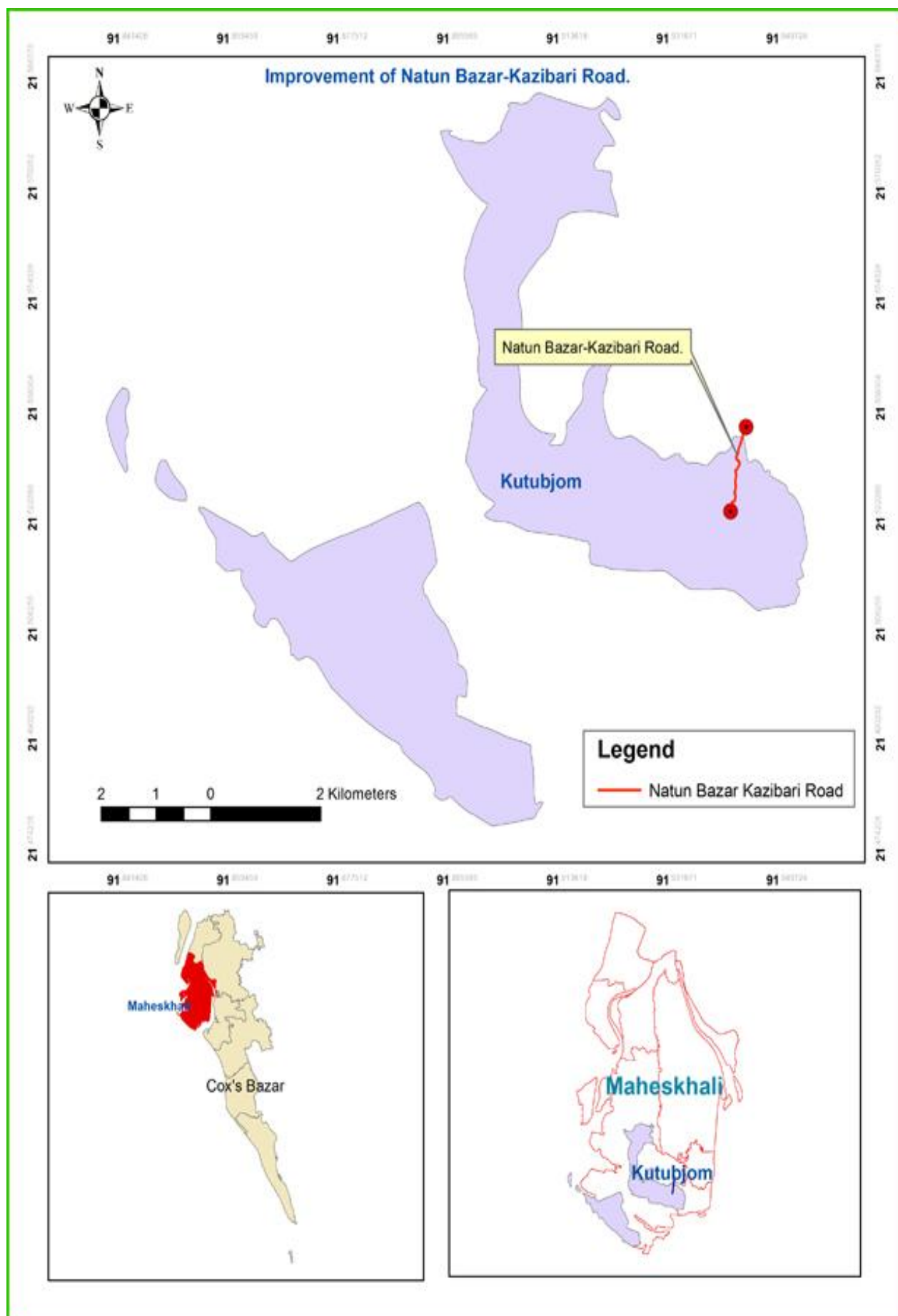


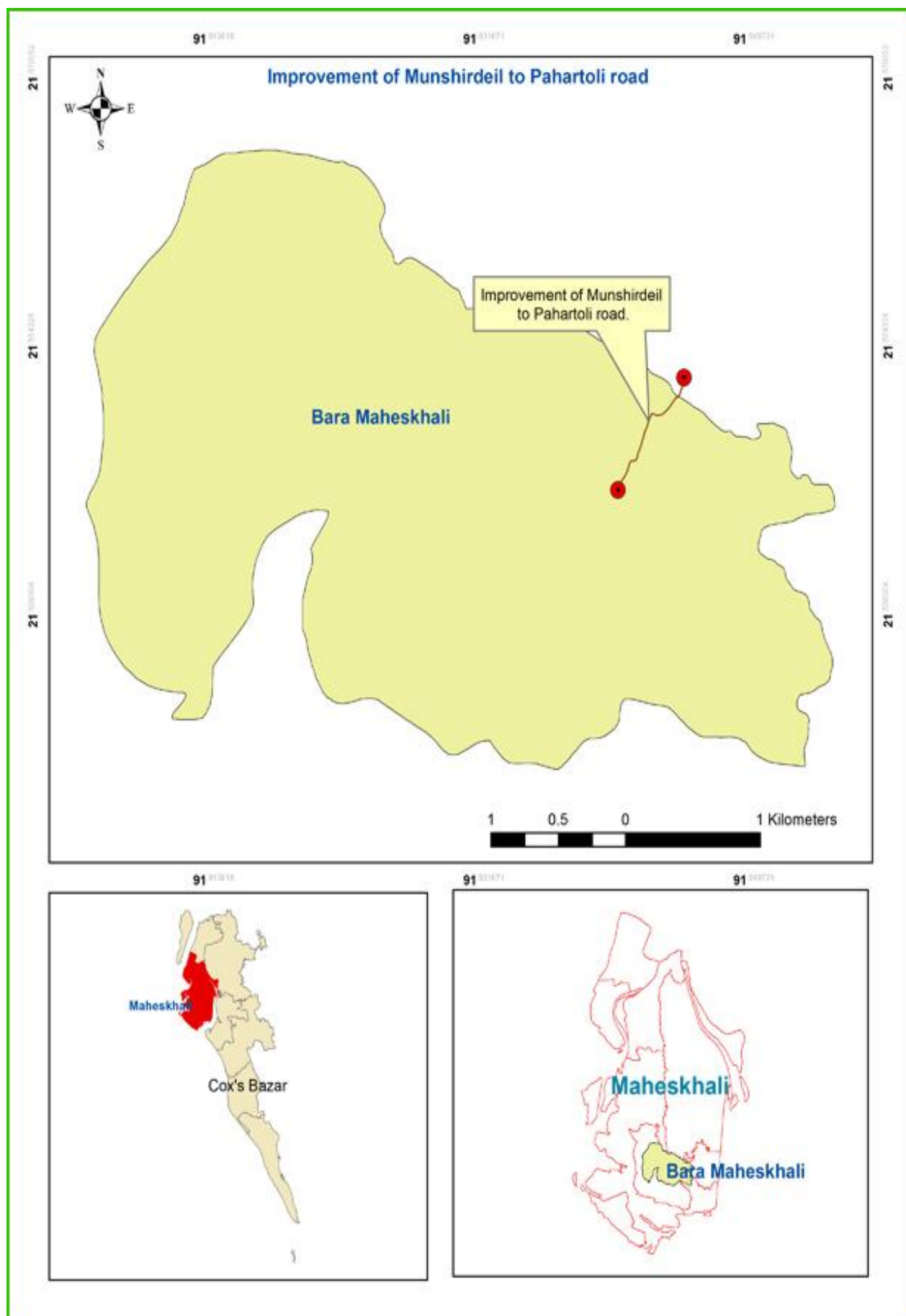


4. Union wise Sub-Project Location Map









5. Methodology:

A team consisting of Development Design Consultants Limited inspected the package EMCRP/AF/W-17 and conducted Focus Group Discussion (FGD) with relevant stakeholders and participated in formal and informal meetings with the local Community, Local Government Representatives and concerned LGED officials of Moheshkhali Upazila before conducting the screening. Local LGED officials of Cox's Bazar has given necessary assistance to the screening survey team. A structured questionnaire was used to obtain the necessary basic information related to population, family, land acquisition requirements, land ownership, land loss, resources and other factors. The FGD method was used to capture community feedback on the sub-projects through interviews with key informants and stakeholder consultation meeting.

6. Summary of Key Findings:

6.1 Summary impacts:

LGED PIU along with the Safeguard team of the consulting firm (D&SC) inspected and screened the proposed sub projects alignment to conduct the consultation meeting. The team has held detailed discussions with nearby community peoples & users, Local Government Representatives and to confirmed land ownership for the proposed sub-projects. These sub projects will be improvement on existing road alignment and no land acquisitions will be required. The screening report also confirms that road construction will not affect any structures, trees or any other resource. Condition of existing roads are Broken PCC, BC, BFS, HBB & Earthen having average 3.7-to-4.2-meter width including 0.6 meter both side slops. Moreover, it can be said that the proposed existing alignment is sufficient for the road construction. So, no additional land and land donation will require for the activities. Social Screening surveys confirmed that no trees require to cut off or any structures of CPR will not be affected. Project will not affect any non-titled households or any businesses.

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

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

- Businesses and community services (e.g. churches, community centers and parks) experience a significant impact when they are moved or relocated. It carries a great influence in some communities.
- When the road is open to use then there are many negative impacts also for some residents living near the road which includes increased noise, pollution and safety impacts.
- Rapid changes in the price of necessary goods due to influxes workers. It also leads to abrupt changes to livelihood systems.
- Due to increases male workers local people may face many new diseases.
- Unexpected loss of social and cultural relationship between social groups may hamper
- Land value will increase both side of the road.

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

Overall, the sub-project impact will be positive.

6.2 Existing Condition of the Proposed Roads:

LGED/EMCRP/AF/W-17 sub project within the host community of Moheshkhali Upazila under Cox's Bazar district and present condition of these roads are various categories such as BC/PCC/HBB/Earthen are poor conditions and narrow. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use some portion of the roads due to muddy and potholes. Even vehicles could not ply along the road.

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

6.3 Users Opinion:

The community expressed that if roads are being developed then it will be generated tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment areas people. Peoples will get easy health and others government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

In view of consultation with road users and community it has revealed that, after improvement of these proposed roads the transportation system's efficiency will increased at servings travel and fulfill access related need's goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and will be reduced drop out of school going students and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights.

In addition, the road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of these road peoples of this locality easily get the transports facilities to move the hospital without any trouble.

6.4. Construction Induced Impact Issues:

During the screening, the roads alignments are found empty. Structures, trees, Community properties or any other assets will not be affected by the sub-projects. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

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

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

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

6.5. Construction Yard and Requisition of Land (if required):

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

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

Under the ARIPA 2017, The Deputy Commissioner (DC) determines the value of the requisitioned assets under section 21 (1) and 21 (2) with due consultation with the landowners. According to section 21(6), requisition is allowed only for 2 years. If land is required more than 2 years, a new contract is required with the land owners with an agreed compensation rate. Under section 23, DC will pay the compensation to the land owners. If the land requisitioned has standing crops cultivated by a tenant (Bargadar) under a legally constituted written agreement, the law requires that compensation money be paid in cash to the tenants as per the agreement. Under no circumstances, land requisition is not allowed due affecting residential and community properties. However, under section 20, requisition is only allowed for emergency road repairing. Any losses for structures, trees, and business will follow the provisions of ARIPA 2017 for necessary compensation.

6.6. Road Connectivity & Feature Benefit:

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

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related need's goal. Travel time savings, reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights.
- Reduced pollution and GHG (Greenhouse gas) emissions
- Well connectivity with the existing road network will ensure.
- To improve trade and commerce facility.
- To reduce road accident and improve safety movement.
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and

serious patients. After development of these road peoples of this locality easily get the transports to move to the hospital without any trouble.

- The social team have been consulted the local peoples regarding direct and indirect employment generation opportunity pattern for both male and female at this area. The team has also focused the feature changes in creation of employment and generation of household income, thus to bring changes in socio-economic conditions of the people, family and society. Also develop level of awareness.
- Poverty Situation in Bangladesh and Poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The Government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure approach of social safety net.
- The World Bank has identified job creation as the country's top development priority. To do so, Bangladesh will need to remove the barriers to higher growth posed by low access to reliable and affordable power, poor transportation infrastructure, limited availability of serviced land, uncertain and complex business regulation, rapid urbanization and vulnerability to climate change and natural disasters, among others. These sub projects will contribute to reduce the above barriers.
- Maximizing income-generating opportunities will be created for rural peoples in the project areas, particularly the poor and women, through the construction work as well as maintenance of the improved transport network. In connection that, during the project implementation period it is assuming that changes in employment generation in terms of direct and indirect employment caused by the project intervention.

6.7. Impact Mitigation Measures:

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

In addition, the contractor will make sure walkways are clearly marked with signage as a walkway. All walkways shall be provided with good conditions with ease of movement and adequate space. See details in Annex-8.

7. Consultation:

Consultation involves interaction with relevant stakeholders to inform them about the sub-projects. Involving stakeholders in the process will ensure that the opinions and concerns of various groups are taken into account to facilitate a smooth execution of projects.

Total 113 numbers participants were attended in the consultation meeting attendant shown in Annex-12. The social safeguard team of EMCRP has conducted a stakeholder consultation meeting at Upazila Engineer office with an active participation of Upazila level government officials, local government and civil society's representative. One hundred thirteen (113) participants (Union Parishad Chairman, Members & local stakeholders (Host Communities) were attended the consultation and provided valuable opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very reluctant to attend in a public consultation due to conservative minded. Participants list with date, summary of consultation/FGD outcomes are mentioned below table 1, 2 & 3;

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

Sl. No #	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
01	22/09/2022, 23/09/2022 24/09/2022 & 25/09/2022	Local Government representatives (Chairman & members), Local Stakeholders (Host Communities), road users, transport drivers, local people, local businessmen etc.	113	0	113
Total participants =			113	0	113

Table: 2: Summary of Consultation Outcomes

Issues	Questions Raised By	Opinion and questions	Reply from LGED
Compensation	Local government and civil society's	Have any compensation provision if affected any assets by the project?	Yes, in case of loss of any property, LGED will take necessary steps for compensation in accordance with RPF, WB operational procedure (OP) and relevant government rules and regulations (ARIPA-2017).
Vulnerable HHs/severely affected HHs	Religious leader, Local people and Local Elites.	If Vulnerable HHs/Severely affected HHs are identified along the alignment, then what steps will be taken in this regard?	If vulnerable HHs are identified, mitigation measures will be taken as per RPF instructions. In addition, contractors will employ vulnerable HH members as unskilled workers during construction if they so desire.
Improvements of local business facilities.	Local Elites and Businessmen and Road users	Will local business facilities increase after road development?	Yes, after the development of roads, economic transactions as well as business related communication will increase, which will contribute to the national economy.
Grievance redress committee	local Government and civil society's	If we have any grievances, what are the processes to raise the grievances?	The LGED develops and establishes a Grievance Redress Mechanism (GRM) to resolve any grievances related to the sub-project. People can enter their grievances in writing in a register book kept in the office of the Upazila Engineer and at the construction site.

Issues	Questions Raised By	Opinion and questions	Reply from LGED
Structure	Businessmen and Road users and Union Parishad representatives.	Will any structures be affected due to the construction work?	No structure was identified in RoW during the screening. However, if any structure is damaged or identified during implementation, compensation will be provided following RPF guidelines.
Land	Union Parishad representatives, Upazila level Government officials, local Government and civil society'	Will any additional land be required without RoW?	Sub project will be implemented on existing roads. So, additional land will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
Livelihood	Local Government representatives, and civil society's	Will the livelihoods of Neighboring people be hampered?	Neighborhoods Livelihood will not be hampered so far, we know. Rather job opportunities will be created.
CPR	Local Government representatives, and civil society's	Will any common properties be affected? 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 Government representatives, and civil societies.	Will any trees be affected?	Project will avoid cutting any trees. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
Business loss	Local Government representatives and local businessmen	Will any permanent or temporary businesses be affected?	During the screening, no business was identified on the proposed RoW. However, there are a few stores outside of the proposed RoW. Anyway, if they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Local Government representatives, local people & local businessmen.	Will there be any job opportunities for day laborers?	Yes, Construction will create job opportunities for local skilled and unskilled workers which will improve the financial condition of the local working people.
Safety of the construction work	Civil society's & Local Government representatives	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, contractor will arrange a safety related orientation for staff, workers as well as local community.

Table: 3: Sub Project Wise Number of Participants and Discussed Issues with Local Community Consultation as follows

Package Number	Name of Roads	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
LGED/EMCRP/AF/W17	Improvement of Fakira Kata WAPDA embankment from Ch. 100 to 1140m & Road ID: 422494008	23/09/2022	Adjacent Baro Deil Road Mata Bazar	16	0	16	<p>The following issues were discussed during the consultation meeting with Community and Institutional stakeholder;</p> <ol style="list-style-type: none"> 1. Who will coordinate with construction work? 2. Who will monitor the activities? 3. Will ensure Safety issues within construction area? 4. Asked about GBV or other harassments. 5. Have any scopes to entry any grievances? 5. During construction to need additional private land for temporary basis? 6. Livelihood of local people will be hampered? 7. Have any scope for local labour? 8. Road will be blocked during work. 	<p>Responsible for the overall implementation of the LGED project, also responsible for coordinating and monitoring the progress of all aspects through the PMU, including the Upazila Engineers, XEN, D&S Consultants and the PMU Safeguard Team.</p> <p>Health and safety training of workers will be ensured during construction for safety and satisfactory mitigation measures will be ensured against any adverse effects.</p> <p>Due to low participation of female labor force, GBV training will be ensured in the workplace before commencement of construction work to avoid any conflict with male workers.</p> <p>Also informed the participants that LGED will implement this sub-project with the community participants and there is an opportunity to lodge a complaint at UZ level GRC.</p> <p>No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work.</p> <p>No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work.</p> <p>Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.</p>
	Improvement of Kalagazipara road from Ch. 00 to 1000m & Road ID: 422495091	25/09/2022	Kalagazi Para Bazar	16	0	16		
	Improvement of Natun Bazar-Kazibari Road from Ch. 00 to 1510m & Road ID: 422495100	22/09/2022	West Jaigir Ghona Chowraster Moar	16	0	16		
	"Do"	22/09/2022	Doilar Para Moar	21	0	21		
	Improvement of Matarbari-Sikderpara-Maizpara road from Ch. 00 to 1250m & Road ID: 422494016	24/09/2022	In front of Mr. Amir Uddin Store of Tita Majhir Para village	28	0	28		
	Improvement of Munshirdeil to Pahartoli from Ch. 00 to 1000m & Road ID: 422495088	23/09/2022	Rohan Bazar	16	0	16		
Total participants =				113	0	113		

The key outputs of stakeholder consultation meeting are as follows: -

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

8. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local Community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations with local stakeholders, implementing contractors need to hire some skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 100 Labors skill: 25 (25 %) and unskilled: 75 (75 %) assuming to be generated during construction work within 270 active working man days (see table -4 no of labor and total active working man days). Based on public consultations it has been reported that women's participation in construction work is very limited. However, female labor force participation being low, even then, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict and harassment or hate speech with male workers.

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

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

Package & Road ID No.	Name of Subproject	Length (Meter)	Tentative labor (No)	Days	Total active working days
Package Number: EMCRP/AF/W17.1 & Road ID: 422494008	Improvement of Fakira Kata WAPDA embankment road from Ch. 100 to 1140m.	1040m	20	270	5400
Package Number: EMCRP/AF/W17.2 & Road ID: 422495091	Improvement of Kalagazipara road from Ch. 00 to 1000m.	1000m	20	270	5400
Package Number: EMCRP/AF/W17.3 & Road ID: 422495100	Improvement of Natun Bazar-Kazibari Road from Ch. 00 to 1510m.	1510m	20	270	5400
Package Number: EMCRP/AF/W17.4 & Road ID: 422494016	Improvement of Matarbari-Shikderpara-Maizpara road from Ch. 00 to 1250m.	1250m	20	270	5400
Package Number: EMCRP/AF/W17.5 & Road ID: 422495088	Improvement of Munshirdeil to Pahartoli road from Ch. 00 to 1000m.	1000m	20	270	5400
Grand Total =		5800m	100	270	27000

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

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

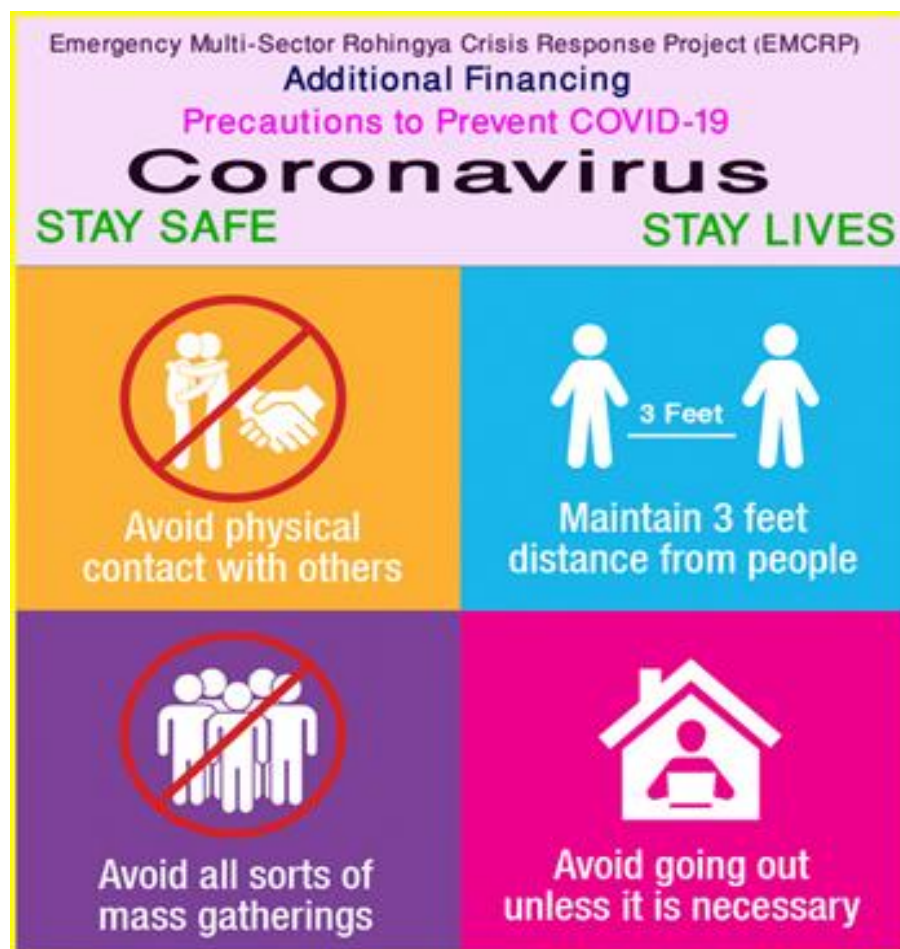
- Assessing the characteristics of the workforce, including those with underlying health issues or who may be otherwise at risk
- Confirming workers are fit for work, to include temperature testing and refusing entry to sick workers
- Considering ways to minimize entry/exit to site or the workplace,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

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

Obtaining adequate supplies of medical PPE, including gowns, aprons, curtains, medical/non-medical fabric masks and respirators (N95, KN95 or FFP2); gloves (medical, and heavy duty for cleaners); eye protection (goggles or face screens); hand washing soap and sanitizer; and effective cleaning equipment. Where relevant PPE cannot be obtained, the plan should consider viable alternatives, such as cloth masks, alcohol-based cleansers, hot water for cleaning and extra hand washing facilities, until such time as the supplies are available.

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

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





10. Traffic Management:

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

11. Monitoring System:

LGED is overall responsible for the project implementation, through the PMU, including the Upazila Engineer, XEN, D&S Consultants and PMU safeguard team for the collection, collating, analysis and reporting. In addition, the field level team is also responsible to collect and update information of any adverse impact that has occurred during construction 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 safeguard activities and will report to the concern persons. Field level data will be collected on a regular basis to check the progress on whether sub projects activities are on track or not.

12. Grievance Redress:

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

Grievance reporting by Upazila: Grievances may also emerge from the community primarily due to project activities; these grievances may be reported to the grievance focal point of LGED/D&SC and representative from LGED (Specialist of Social Safeguard) team. If the grievances are not resolved at this stage, they will be referred to the XEN of LGED for further steps. With the first level grievance committee, will be engaged. The focal person will fully document the following information: (i) name of the person; (ii) date complaint was received; (iii) nature of complaint; (iv) location; and (v) how the complaint was resolved.

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

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

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

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

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

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

13. Positive Impacts by the Sub-Project:

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

- Host communities will be able to get access to improved channels for easy movement.
- Government support system and access will be improved through implementation of the proposed sub-projects.
- Easy movement will be ensured for the vulnerable sections of host community persons such as; Older people, PWD (Persons with Disability), Women's and children.

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

14. Social Management Plan (SMP):

Based on public consultation, a Social Management Plan has been formulated for five roads in 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 responsibility	Supervision Responsibility
Loss of land / and other physical assets	<ul style="list-style-type: none"> • No additional land will be required as road will be improved on existing alignment, which are entirely Government land. • The Local community has agreed to provide space beside the road keep the construction materials during construction work. • There is no physical asset affected by the intervention of sub-projects (roads). If we found grievance from outside of the sub project regarding land, we will consult as emergency basis in order to solve the problems. 	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC
Loss of livelihood	<ul style="list-style-type: none"> • Due to Rohingya influx, host communities' daily income may be reduced severely (Not affected by proposed Sub-projects). Contractor needs to engage local labor as priority (both skilled and unskilled) at their construction work as good number of unskilled workers would be required. • Woman labor shall get priority at the time of labor recruitment. • During construction work social safeguard compliance will be 	Pre-Construction stage	PIU & Contractor	Safeguard team of PIU, PSC and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	maintained properly by the contractors. This will monitor by D&SC and PIU combined.			
Loss of Business	<ul style="list-style-type: none"> Based on Social Screening no business will be affected. Cash compensation equivalent replacement value of structure (or part of structure) will be compensated in case of affected. 	Pre-Construction stage	PIU & Contractor	Social Team of D&SC and PIU
If residential Households are Affected?	<ul style="list-style-type: none"> Based on Social Screening no residence will be affected. Project avoided land acquisition from the beginning if any residential structures of the squatters identified then Project will be compensated for shifting the house in another government vacant land or alternative. 	Pre-Construction stage	PIU & Contractor	Social Team of D&SC and PIU
If any Squatters are Affected?	<ul style="list-style-type: none"> Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies. 	Pre-Construction stage	PIU & Contractor	
Loss of Trees	<ul style="list-style-type: none"> Based on Social Screening no trees will be affected. If affected, cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years. Cash compensation equivalent to prevailing market price of timber for non-fruit trees. 	Pre-Construction stage	PIU & Contractor	Social Team of D&SC and PIU
Stakeholders Engagement	<ul style="list-style-type: none"> All the project stakeholders will be consulted and separate community level consultation meeting will be held with the potential affected HHs. All the safeguard documents will be disclosed to all the relevant stakeholders before the start construction works. Local people must be consulted before start the construction work. 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.

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
Loss of right to access induced impacts.	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided by the contractor. Mitigation measures will be taken at the satisfactory level after discussion with communities. 	Pre-Construction stage	PIU	Safeguard team of PIU, PSC and D&SC.
Safety Issues	<ul style="list-style-type: none"> An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured. Health and safety training should be ensured to the community. Child labors are not allowed for any form of activities Site(s) shall be secured by fencing and by fencing and ridge (if needed). <ul style="list-style-type: none"> Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all workplace equipment. Must be ensured immediately testing for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&SC and PMU. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Traffic Management	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors. Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication will be in the TMP where parking lot will be established and how it will be managed. Adequate arrangement will be in TMP for reducing inconveniences 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</p> <ul style="list-style-type: none"> • Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians. • Adequate road signs to be planted on access roads to limit vehicular speeds • Construct properly designed speed ramps on access roads. • Traffic signs will be both in Bangla and English language at appropriate places 			
Increase in diversion road accidents	<ul style="list-style-type: none"> • The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment. • The movement of heavy machinery and equipment shall be restricted to defined routes. • Proper signs to be displayed at diversion. • Road diversions and closures to be informed well in advance to the local community. • Local community will be trained traffic management and awareness. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> • Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant). 	Construction stage	Construction Contractor	Social & Environmental Specialist and D&SC
Safety during construction of the proposed roads	<ul style="list-style-type: none"> • Awareness building program will be taken on social safety matters through providing training from the project before commencement. • At the same time, compliance will be ensured by the contractors. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Drinking water and sanitation facility for male and female workers	<ul style="list-style-type: none"> • Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
Noise from construction works	<ul style="list-style-type: none"> Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas. 	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Labour Base Host: Conflicts with the local residents.	<ul style="list-style-type: none"> An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp. Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. Work force should be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. Treated water will be made available at site for labour drinking purpose. Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD. 	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Health & Safety Risks	<ul style="list-style-type: none"> The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks. Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis. 	Construction phase	PIU Contractor and	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 responsibility	Supervision Responsibility
	<ul style="list-style-type: none"> • All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. • The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site. • Provide signposted and with adequate lighting for diversion road or temporary road. • Signposts clearly mention any slippery areas of diversion. • Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. • Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm. • Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire. • Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan. • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out 			

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<p>maintenance on electrical equipment, adequate personal.</p> <ul style="list-style-type: none"> • Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. • Only competent authorized persons shall carry out maintenance on electrical equipment, adequate personal. • Protective Equipment (PPE) for electrical works must be provided to all personnel involved in the tasks. • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. • Emergency evacuation response shall be prepared by the contractor and relevant staff shall be trained through mock-up drills. • Ensure all equipment is suitable for jobs (safety, size, power, efficiency, ergonomics, cost, user acceptability etc.), provide the lowest vibration tools that are suitable and can do the works. • Regular noise exposure assessments and noise level surveys of noisy areas, processes and equipment shall be carried out in order to form the basis for remedial actions when necessary. • Awareness training sessions will be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration. 			

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
	<ul style="list-style-type: none"> • Ensure adequate quantities of drinking water are available at different locations within the site. • Eliminate the risk of exposure whenever possible, provide proper PPE wherever necessary and to ensure that there are satisfactory washing and changing facilities. • Ensure that all workers exposed to a risk are aware of the possible dangers. They will be given thorough training in how to protect themselves and there will be effective supervision to ensure that the correct methods are being using. • Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures. 			
Traffic Accidents	<ul style="list-style-type: none"> • Clear diversion/temporary road markings. • Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion. • Recording and reporting of accident incidents to local police station. 	Operation and Maintenance	PIU	PSC, LGED and Local Governance institution
The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> • The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability. 	Operation & Maintenance	Union council and Upazila Parishad	LGED and Local Governance institution
Traffic movement and economic enhancement	<ul style="list-style-type: none"> • LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and livelihood of people will be improved of the catchment area. • Important places and institutions will be well connected • People will enjoy improved connection to local schools, colleges, and other educational institutions. 	Operation & Maintenance	Local Government institution	Union Parishad

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project stage	Institutional responsibility	Supervision Responsibility
Health & safety risks to workers & Local community/ DRPs <ul style="list-style-type: none"> Pollution from waste materials Health & Safety risks to workers and local community/ DRPs 	<ul style="list-style-type: none"> The main mitigation and monitoring measures to minimize or reduce the social impacts during decommissioning are anticipated to be similar to those identified for the construction phase. 	Decommissioning during the project implementation period (including site clearance after the construction)	PIU, Contractor, D & SC	LGED and Upazila Parishad

15. Recommendations:

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 to implement this sub-project.

The involvement of relevant stakeholders in the sub-projects (roads) 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 a short orientation course (to be organized by the contractor) on necessary awareness, motivation and to fulfill the responsibilities entrusted to deal properly with the agreed social consent.

16. 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-projects. There is sufficient existing Right of Way (RoW) to implement the proposed sub-project and it has been decided to implement the roads which are entirely on public land. A management plan has been developed to mitigate if any problems that may arise during construction. In addition, the proposed sub-projects are 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 which will also contribute to the local economy. Modern healthcare facilities are expected to be introduced for disadvantaged people like women, PWDs (disabled persons), children, the elderly, pregnant women and other vulnerable groups in the society. All of these factors contribute to the socio-economic aspects of the area, as well as to the local economy.

Therefore, it is strongly recommended to develop the five proposed sub-projects in order to secure its implementation.

Annex-01: At a Glance Key Findings by Social Screening of 5 Sub Project's under package number EMCRP/AF/W17 at Moheshkhali Upazila.

SI #	Name of Subproject	Package & ID No.	Nature of work	Location of Sub Project	Length of the road (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
01	Improvement of Fakira Kata WAPDA embankment road.	Package Number: EMCRP/AF/W17.1 & Road ID: 422494008	Rigid pavement [(Reinforced Cement Concrete) (RCC)] & Bituminous Carpeting (BC)	Moheshkhali Upazila in Cox's Bazar district	1040m	Government land	No	No	No	No	No	Done	Recommended for implementation
02	Improvement of Kalagazipara road.	Package Number: EMCRP/AF/W17.2 & Road ID: 422495091	Bituminous Carpeting (BC)		1000m	Government land	No	No	No	No	No	Done	Recommended for implementation
03	Improvement of Natun Bazar-Kazibari Road.	Package Number: EMCRP/AF/W17.3 & Road ID: 422495100	Bituminous Carpeting (BC)		1510m	Government land	No	No	No	No	No	Done	Recommended for implementation
04	Improvement of Matarbari-Sikderpara-Maizpara road.	Package Number: EMCRP/AF/W17.4 & Road ID: 422494016	Rigid Pavement [(Reinforced Cement Concrete) (RCC)]		1250m	Government land	No	No	No	No	No	Done	Recommended for implementation
05	Improvement of Munshirdeil to Pahartoli road.	Package Number: EMCRP/AF/W17.5 & Road ID: 422495088	Reinforced Cement Concrete (RCC) and Bituminous Carpeting (BC)		1000m	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of EMCRP/AF/W17 (According to Field Data)

Sl #	Name of Subproject	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
01	Improvement of Fakira Kata WAPDA embankment road.	Package Number: EMCRP/AF/W17.1 & Road ID: 422494008	Mohesh khali Upazila	Latitude Value: 21.547825° N Longitude Value: 91.930226° E	Latitude Value: 21.553545° N Longitude Value: 91.922832° E	-	1040m	22/09/2022	09.30 AM	Baro Moheshk hali	Local government Representatives (Union Parishad Chairman / members)	<ul style="list-style-type: none"> •Effective coordination will be created between the stakeholders and Government regarding construction for five roads at Moheshkhali. •Availability of first-aid boxes at the proposed sub-project sites. •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. •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.
								23/09/2022	04.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

02	Improvement of Kalagazipara road.	Package Number: EMCRP/AF/W17.2 & Road ID: 422495091	"Do"	Latitude Value: 21.631269° N Longitude Value: 91.921425° E	Latitude Value: 21.632771° N Longitude Value: 91.913235° E	-	1000m	25/09/2022	10.30 AM	Hoanok	Local government Representatives (Union Parishad Chairman / members)	<ul style="list-style-type: none"> •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 wage 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.
								25/09/2022	11.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	
03	Improvement of Natun Bazar-Kazibari Road.	Package Number: EMCRP/AF/W17.3 & Road ID: 422495100	"Do"	Latitude Value: 21.533912° N Longitude Value: 91.943116° E	Latitude Value: 21.521890° N Longitude Value: 91.940551° E	-	1510m	22/09/2022	09.30 AM	Baro Moheshk hali	Local government Representatives (Union Parishad Chairman / members)	
								22/09/2022	12.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
04	Improvement of Matarbari-Sikderpara-Maizpara road.	Package Number: EMCRP/AF/W17.4 & Road ID: 422494016	"Do"	Latitude Value: 21.737359° N Longitude Value: 91.897656° E	Latitude Value: 21.729659° N Longitude Value: 91.889788° E	-	1250m	22/09/2022	09.30 AM	Matarbari	Local government Representatives (Union Parishad Chairman / members)	
								22/09/2022	02.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
05	Improvement of Munshirdeil to Pahartoli road.	Package Number: EMCRP/AF/W17.5 & Road ID: 422495088	"Do"	Latitude Value: 21.545171° N Longitude Value: 91.940652° E	Latitude Value: 21.551880° N Longitude Value: 91.945075° E	-	1000m	22/09/2022	09.30 AM	Baro Moheshk hali	Local government Representatives (Union Parishad Chairman / members)	
								23/09/2022	11.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	

Crest / Top width of Package of 5 Sub Project's under package number EMCRP/AF/W17 (According to field Visit)

Sl #	Name of Subproject	Package & Road ID No.	Name of the Upazila	Left Slope (Meter)	Average Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H = E+F+G	I
01	Improvement of Fakira Kata WAPDA embankment road from Ch. 100 to 1140m.	Package Number: EMCRP/AF/W17.1 & Road ID: 422494008	Moheshkhali Upazila	0.6	2.5	0.6	3.7	
02	Improvement of Kalagazipara road from Ch. 00 to 1000m.	Package Number: EMCRP/AF/W17.2 & Road ID: 422495091	"Do"	0.6	3.00	0.6	4.2	
03	Improvement of Natun Bazar-Kazibari Road from Ch. 00 to 1510m.	Package Number: EMCRP/AF/W17.3 & Road ID: 422495100	"Do"	0.6	3.00	0.6	4.2	
04	Improvement of Matarbari-Sikderpara-Maizpara road from Ch. 00 to 1250m.	Package Number: EMCRP/AF/W17.4 & Road ID: 422494016	"Do"	0.6	3.00	0.6	4.2	
05	Improvement of Munshirdeil to Pahartoli road from Ch. 00 to 1000m.	Package Number: EMCRP/AF/W17.5 & Road ID: 422495088	"Do"	0.6	3.00	0.6	4.2	

Annex-02: Pictures of Existing View & Location of 5 Sub-Projects Under Package EMCRP/AF/W17.



Existing View & location of Fakira Kata WAPDA Embankment Road under package number EMCRP/AF/W17.1 & Road ID: 422494008, LGED.



Existing View & location of Kalagazipara road under package number EMCRP/AF/W17.2 & Road ID: 422495091, LGED.



Existing View & location of Natun Bazar-Kazibari Road under package number EMCRP/AF/W17.3 & Road ID: 422495100, LGED.



Existing View & location of Matarbari-Shikderpara-Maizpara road under package number EMCRP/AF/W17.4 & Road ID: 422494016, LGED.



Existing View & location of Munshirdeil to Pahartoli road under package number EMCRP/AF/W17.5 & Road ID: 422495088, LGED.

Annex-03: Social Screening of Fakira Kata WAPDA Embankment Road under Package Number

EMCRP/AF/W17.01 & Road ID: 422494008, LGED.

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:

Fakira Kata WAPDA Embankment Road will be Improvement by rigid pavement 0m to 100 m and Bituminous Carpeting (BC) from Ch.100 to Ch. 1140m. Based on field survey, this proposed road is at present broken Reinforced Cement Concrete (RCC), broken Herring Bone-Bond (HBB) and earthen. It will be improved in the existing alignment at Baro Moheshkhali Union, Ward No. 01, Mouza-Baro Moheshkhali of Moheshkhali Upazila under Cox's Bazar District. The proposed road is mainly used by people from 03 villages. The names of the villages are Bao Deil, Mogria Kata, Fakira Kata respectively. The proposed road has started from the market of Baro Deil Road. The end of the road merges with Baro Dail to Fakir kata Road. Starting point GPS Coordinate of Fakira Kata WAPDA Embankment Road: Latitude Value: 21.547825° N. Longitude Value: 91.930226°E. Ending point GPS Coordinate of Fakira Kata WAPDA Embankment Road: Latitude Value: 21.553545° N. Longitude Value: 91.922832°E.

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

Directions	Features
North	Fakira kata old Mosque (400m), Graveyard (300m), Fakira Kata GPS (42m), Baro Moheshkhali Darul Quaran Sunni Dhakil Madrasa (420m), Bugdadia Kashemiah Ulam Madrasa (600m), Bugdadia Kashemiah Graveyard (610m), Pond (450m), Talimul Quran Nurani Madrasa (10m-Chainage 665m)
South	Mogria Kata GPS (200m), Mogria Kata Mosque (150m), Baro Moheshkhali women Madrasa (250m), West Fakira Ghona GPS (1 Km), Fish Project (300m).
East	Baro Deil Road Mather Bazar (100m), Faria Kata Graveyard (110m), Munshir Deil GPS (400m), Munshir Deil Community Clinic (850m), West Munshir Deil Mosque (200m).
West	Fakira Kata Mosque (25m-Chainage 730m), Fakira Kata Graveyard (10m-Chainage 600m), Fakira Kata Ashrayan Project (1 Km.), Maliar Chara Fish Project (800m), Salt Field (800m)

No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Fakira Kata WAPDA Embankment Road is situated at Baro Moheshkhali Union, ward no.-01, Mouza-Baro Moheshkhali in Moheshkhali Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.547825° N. Longitude Value: 91.930226°E. Ending point GPS Coordinates: Latitude Value: 21.553545° N. Longitude Value: 91.922832°E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village road type-A with a proposed design of rigid pavement 0m to 100m and Bituminous Carpeting (BC) from Ch.100 to Ch. 1140m.
- Proposed safety and service providing structures include box cutting, IsG-150mm, CC-75mm, Polythene Sheet, 200mm RCC, both side Brick guide wall for 00-100m rigid pavement and for Carpeting works Box cutting, ISG-250mm, Edging 125mm, AS-150mm, WBM-150mm, BC-25mm and seal coat of 15mm from Ch.100m to Ch.1140m.
- Earth Works are also included along with 230m palisading with 250mm brick wall at different chain ages.

Important Features of Sub-project Location																		
Road ID	422494008																	
Package No:	EMCRP/AF/W17.1																	
District	Cox’s Bazar																	
Upazila	Moheshkhali																	
Union	Baro Moheshkhali																	
WARD	01																	
Occupation of the Catchment Area People	<table><tr><td>Fisherman</td><td>30%</td></tr><tr><td>Salt Farmer</td><td>20%</td></tr><tr><td>Betel leaf farmer</td><td>25%</td></tr><tr><td>Agriculture Farmer</td><td>15%</td></tr><tr><td>Service Holder</td><td>1%</td></tr><tr><td>Day Labor</td><td>5%</td></tr><tr><td>Businessman</td><td>3%</td></tr><tr><td>Others</td><td>1%</td></tr></table>		Fisherman	30%	Salt Farmer	20%	Betel leaf farmer	25%	Agriculture Farmer	15%	Service Holder	1%	Day Labor	5%	Businessman	3%	Others	1%
Fisherman	30%																	
Salt Farmer	20%																	
Betel leaf farmer	25%																	
Agriculture Farmer	15%																	
Service Holder	1%																	
Day Labor	5%																	
Businessman	3%																	
Others	1%																	
Proposed Chainage	1040m																	
Distance from Upazila Head quarter	06 Km.																	
Present Condition of Road	Cement Concrete (CC), Broken Herring Bone Bond (HBB) and Earthen																	
Road Type	Village Road Type-A																	
Proposed Intervention Type	Cement Concrete (CC) & Bituminous Carpeting (BC).																	
Road Starting Point Coordinates	Latitude Value: 21.547825° N. Longitude Value: 91.930226°E.																	
Road Ending Point Coordinates	Latitude Value: 21.553545° N. Longitude Value: 91.922832°E.																	
Land ownership	Government Land																	

Expected construction period: 270 (Two hundred seventy) days.
Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted: Answer: The proposed Fakira Kata WAPDA Embankment Road totally host community. There is no historical and Archeological structure and no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In the sub-project location has many socio-cultural assets located, but that will not be affected by the construction work. No Elephants corridors have present in the sub-project area, and no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location,	✓ 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 needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the

and will the influx be considered significant for the local community?	<p>country based on FGD. For the remaining period of the project, in the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 16 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 5750. Male- 2818 and Female- 2932. The total number of families are near about 958.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about five to six thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background.</p>

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

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Rigid Pavement [Reinforced cement Concrete (RCC)] & Bituminous Carpeting (BC) construction.
2. Is the site for land taking known?	✓			Rigid Pavement [Reinforced cement Concrete (RCC)] & Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken Reinforced Cement Concrete (RCC), Broken Herring Bone Bond (HBB) and Earthen.

4. Will easement be utilized within an existing Right of Way (ROW)?	√			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		√		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Rigid Pavement [Reinforced cement Concrete (RCC)] & Bituminous Carpeting (BC).
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader 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?				

<p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen/broken Herring-bone Bond (HBB) road of the villages can damage the poor existing road which can hamper the mobility of the local people. • During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Voter of the people can cast their vote due to improved communication system. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenarios will be changed. • The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are improved at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-04: Social Screening of Kalagazi Para Road under Package Number EMCRP/AF/W17.2 & Road ID: 422495091, LGED.

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:

Kalagazi Para Road will be Improvement by Bituminous Carpeting (BC) from Ch.000 to Ch. 1000m. Based on field survey, this proposed road is at present broken Herring Bone-Bond (HBB), broken Brick Flat Soling (BFS) and earthen. It will be improved in the existing alignment at Hoanok Union, Ward No. 02, Mouza-Hoanok of Moheshkhali Upazila under Cox's Bazar District. The proposed road is mainly used by people from 01 village. The name of the village is Kalagazir Para respectively. The proposed road has started from R&HD Gorakghata-Janata Bazar Road. The road ends near Oli Ahmed's house in West Kalagazir Para. Starting point GPS Coordinate of Kalagazi Para Road: Latitude Value: 21.631269° N. Longitude Value: 91.921425°E. Ending point GPS Coordinate of Kalagazi Para Road: Latitude Value: 21.632771° N. Longitude Value: 91.913235°E. Some cultural, archaeological, religious sites near (within 1km) of site are given below:

Directions	Features
North	Kalagazir Para GPS (10m- Chainage 230m), Horiar Chara Central Jame Mosque (50m), Kalagazir Para Crematorium (10m- Chainage 50m, Kalagazir Para west Para Mosque (5m- Chainage 525m)
South	Kalagazir Para Bazar (5m), Padma Pukur Para Mosque (200m), Time Bazar GPS (500m), Hoanok Time Bazar (600m), Kalagazir Para Mazer Para Mosque/ Forkania Macdrasa (5m-Chanage 365m).
East	Nuria Mozaher Ulam Madrasa/Mosque/ Orphanage/Graveyard (20m), Union Family Planning Health Complex (100m), Hoanok Adarsha Bidda Pit (120m)
West	CCDB Cyclone Center (50m-Chainage 625m), Fish Project (500m), Salt field (450m)

No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Kalagazi Para Road is situated at Hoanok Union, ward no.-02, Mouza-Hoanok of Moheshkhali Upazila in Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.631269° N. Longitude Value: 91.921425°E. Ending point GPS Coordinates: Latitude Value: 21.632771° N. Longitude Value: 91.913235°E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village road type-B with a proposed design of Bituminous Carpeting (BC) from Ch.000 to Ch. 1000m.
- Proposed safety and service providing structures include box cutting, ISG-250mm, edging 125m, AS-175mm, WBM-150mm, BC-25mm and seal coat of 15mm from Ch.000m to Ch.1000m. Earth Works are also included along with 250m Palisading with 250mm brick wall (4.5m Pre cast post and 1.5m Height Brick Wall) at different chainages.
- Also proposed road safety providing include one Road Name Plate, one Kilometer Post, Five Sign posts and three Chevron Signs.

Important Features of Sub-project Location																		
Road ID	422495091																	
Package No:	EMCRP/AF/W17.2																	
District	Cox's Bazar																	
Upazila	Moheshkhali																	
Union	Hoanok																	
WARD	02																	
Occupation of the Catchment Area People	<table><tr><td>Fisherman</td><td>30%</td></tr><tr><td>Salt Farmer</td><td>20%</td></tr><tr><td>Betel leaf farmer</td><td>28%</td></tr><tr><td>Agriculture Farmer</td><td>10%</td></tr><tr><td>Service Holder</td><td>1%</td></tr><tr><td>Day Labor</td><td>6%</td></tr><tr><td>Businessman</td><td>3%</td></tr><tr><td>Others</td><td>2%</td></tr></table>		Fisherman	30%	Salt Farmer	20%	Betel leaf farmer	28%	Agriculture Farmer	10%	Service Holder	1%	Day Labor	6%	Businessman	3%	Others	2%
Fisherman	30%																	
Salt Farmer	20%																	
Betel leaf farmer	28%																	
Agriculture Farmer	10%																	
Service Holder	1%																	
Day Labor	6%																	
Businessman	3%																	
Others	2%																	
Proposed Chainage	1000m																	
Distance from Upazila Head quarter	14 Km.																	
Present Condition of Road	Broken Herring Bone Bond (HBB), broken Brick Flat Soling (BFS) and Earthen																	
Road Type	Village Road Type-B																	
Proposed Intervention Type	Bituminous Carpeting (BC)																	
Road Starting Point Coordinates	Latitude Value: 21.631269° N. Longitude Value: 91.921425°E.																	
Road Ending Point Coordinates	Latitude Value: 21.632771° N. Longitude Value: 91.913235°E.																	
Land ownership	Government Land																	

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. For the remaining period of the project, in the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the</p>

significant for the local community?	<p>construction work. Among them 04 will be skilled and 16 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 24280. Male- 11873 and Female- 12407. The total number of families are near about 3035.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about six to seven thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p>

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

Section B.2. Land acquisition and stakeholder screening

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

6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader 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 road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				

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

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

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

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

Answer: The project authority has been conducted several consultations with the potential affected community and people. 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 Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

Annex-05: Social Screening of Notun Bazar - Kazibari Road under package number EMCRP/AF/W17.3 & Road ID: 422495100, LGED.

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:

Notun Bazar - Kazibari Road will be Improvement by Bituminous Carpeting (BC) from Ch. 00- 1510m. Based on field survey, this proposed road is at present broken Reinforced Cement Concrete (RCC), broken Herring Bone-Bond (HBB) and Earthen. It will be improved in the existing alignment at Baro Moheshkhali & Kutubjum Union, Ward Nos. 08 and 06, Mouza-Jagira Ghona & Kutubjum of Moheshkhali Upazila under Cox's Bazar District. The proposed road is mainly used by people from 04 villages. The names of the villages are East Jagira Ghona, West Jagira Ghona, Easr Doilar Pra , West Doiler Para respectively. The proposed road has started from Gorakghat _Janata Bazar Road (south)-North Bazar Kazi Para Road (North). The end of the road is Kutubjum-Dolarpara

road. Starting point GPS Coordinate of Notun Bazar - Kazibari Road: Latitude Value: 21.533912° N. Longitude Value: 91.943116° E. Ending point GPS Coordinate of Notun Bazar - Kazibari Road: Latitude Value: 21.521890° N. Longitude Value: 91.940551° E.

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

Directions	Features
North	Island High School (70m), Natun Bazar (10m), Baro Moheshkhali UP office (300m), Maji pond (500m), Niz Talukpara Mosque (500m), Niz Talukpara Graveyard/ Shiva Temple (800g), Hindu Para Kali Temple (700m), Dey Para Hari Temple (800m), Jora Pond (700m), Baro Kulal Para Graveyard (800m), Crematorium (700m)
South	Kutubjum Adarsha High School (550m), Buzruk Para Pond/Mosque (500m), Kutubjum UP office (1 km.), Kutubjum Battali Bazar (1 Km.), Bottali Bazar Mosque/Graveyard (1 Km.)
East	Natun Bazar GPS (500m), Jaigir Ghona GPS (400m), West Jaigir Ghona Jame Mosque (100m), Maddham Jaigir Ghona Jame Mosque (400m), South Jaigir Ghona Mosque (200m)
West	Natun Bazar Central Jame Mosque/ Madrasa/Orphanage (180m), Natun Bazar (20m), Natun Bazar field (200m), East Fakiraghona Graveyard (300m-330m Chainage), Janaza (Funeral) field (5m-310m chainage), Fakkar Para Baitul Salam Jame Mosque (5m- 1065 Chainage), Doilar Para Orphanage (5m-1330m Chainage), Doilar Para Kazi Bari Jame Mosque/ Hefzo Khana/Graveyard/Madrasa (10m-1380m Chainage), Pond (20m-1390m Chainage), Lal Mohammed Sikder Para GPS (700m), Kutubjum Obsur High School (710m), Doilar Para Baitul Jame Mosque (300m), Kalamiar Bazar (600m)

No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Proposed Notun Bazar - Kazibari Road is situated at Baro Moheshkhali & Kutubjum Union, ward no.-08 & 06, Mouza- Jagira Ghona & Kutubjum in Moheshkhali Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.533912° N & Longitude Value: 91.943116° E. The Sub-Project is categorized as a village road Type-B and construction with Bituminous Carpeting (BC) options. Ending point GPS Coordinates: Latitude Value: 21.521890° N & Longitude Value: 91.940551° E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village road type-B with a proposed design of Bituminous Carpeting (BC) from Ch.000 to Ch. 1510m.
- Proposed safety and service providing structures include box cutting, ISG-250mm, AS-150mm, WBM-150mm, BC-50mm & Seal Coat 7mm.
- Earth Works are also included along with 250m Palisading with 250mm brick wall (4.5m Pre cast post and 1.5m Height Brick Wall) at different chainages.
- Proposed Repair of Existing U-Drain (Ch. 26-116m).
- Proposed Construction of 4 Cross Drains (0.625m x 0.600m) at Ch: 26m, 1342m, 1367m & 1460m.
- Proposed Construction of 3 Box Culverts (3.00m x 2.50m) at Ch: 207m, 1027m & 1240m.
- Proposed Construction of 1 Box Culvert (2.50m x 2.00m) at Ch: 280m.
- Also proposed road safety providing include one Road Name Plate, two Kilometer Post and Four Sign posts.

Important Features of Sub-project Location	
Road ID	422495100
Package No:	EMCRP/AF/W17.3
District	Cox's Bazar
Upazila	Moheshkhali

Union	Baro Moheshkhali & Kutubjum	
WARD	08 & 06	
Occupation of the Catchment Area People	Fisherman	30%
	Salt Farmer	20%
	Betel leaf farmer	25%
	Agriculture Farmer	15%
	Service Holder	1%
	Day Labor	5%
	Businessman	3%
	Others	1%
Proposed Chainage	1510m	
Distance from Upazila Head quarter	04 Km.	
Present Condition of Road	Broken Cement Concrete (CC), Broken Herring Bone Bond (HBB) and Earthen	
Road Type	Village Road Type-B	
Proposed Intervention Type	Bituminous Carpeting (BC)	
Road Starting Point Coordinates	Latitude Value: 21.533912° N Longitude Value: 91.943116° E.	
Road Ending Point Coordinates	Latitude Value: 21.521890° N Longitude Value: 91.940551° E	
Land ownership	Government Land	

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set? Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. Only some skilled work forces may be required from out siders of the country based on FGD. For the remaining period of the project, in the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 16 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? Answer: Based on consultation with local stakeholders, most of the workforces are</p>

	<p>available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 8500. Male- 4155 and Female- 4345. The total number of families are near about 1700.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about eight to ten thousand local communities and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Yes, due to incoming labor force from outside may create pressure on existing resources which is very much scare compare to population of the area. Hike of price for various commodities also can be happened.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming worker's duration is about 270 working days but it may be extended.</p>

create adverse impacts?	<p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

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

8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader 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 road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? Answer: There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. 				

- Heavy loaded vehicle movement through the earthen/broken Herring-bone Bond (HBB) road of the villages can damage the poor existing road which can hamper the mobility of the local people.
- During the construction work, any kind of accident may occur.

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

Answer: The project authority has been conducted several consultations with the potential affected community and people. 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 Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

Annex-06: Social Screening of Matarbari- Shikderpara- Maizpara under Package Number EMCRP/AF/W17.4 & Road ID: 4222494016, LGED.

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:

Matarbari-Shikderpara-Maizpara Road will be Improvement by Reinforced Cement Concrete (RCC) from Ch. 00- 1250m. Based on field survey, this proposed road is at present broken Herring Bone Bond (HBB). It will be improved in the existing alignment at Matarbari Union, Ward Nos. 01, 04, 05 and 06, Mouza- Matarbari of Moheshkhali Upazila under Cox's Bazar District. The proposed road is mainly used by people from 06 villages. The names of the villages are Shikderpara, Hajipara, Boliurpara, Miajipara, Chitamajhi para, Uttar Miajipara respectively. The proposed road has started from Notun bazar to Shikderpara road (Alamin Store) at East side (Ward No: 01) Mather Bari Union. Ending on Puran Bazar west side point at Titamajhir para village, ward no-06 (Hossain Store). Starting point of Matarbari-Shikderpara-Maizpara Road GPS Coordinate: Latitude Value: 21.737359° N. Longitude Value: 91.897656°E. Ending point of Matarbari-Shikderpara-Maizpara Road GPS Coordinate: Latitude Value: 21.729659° N & Longitude Value: 91.889788°E

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

Directions	Features
North	Monhajipara Community Clinic (05m), Monhajipara Mosque/Madrassa (10m), Graveyard (10m).
South	Toiyeba Taharia Munnia Balika Madrasa (500m), Dholaboro Jame Mosque (500m), Graveyard (500m), Bangla Bazar (900m), Maijpara Ebtadari Mosque/ Madrassa (300m), Graveyard (320m) Maulubi Para Graveyard (400m), Noyapar Mosque (300m), Dhurong Bazar (500m), Salt field (15m), Dhurong Adorsho School and College (500m), Dhurong Bazar Jame Mosque (500m), Darus-Salam Balika Madrasa (400m), Durgo Mondir (450m).
East	Shamejdia Graveyard and Amin Madrasa (300m), Miajipara Boshirpara Nurani Madrasa (20m), Graveyard (15m), Fokir Miaji Mosque (05m), Kaya Pond (10m), Puran Bazar GPS (400m), Puran Bazar Central Mosque (500m), Mobile Tower (105m), Matarbari High School & GPS (500m), Ajijia Madrasa (480m), Notun Bazar (530m).
West	Miajirpara and Titamajhir Para-Mosque (05m), Boro Pond Mosque (150m), Purano Baro Mosque (300m), Balirpara and Miajir Para Mosque (150m).

No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Matarbari-Shikderpara-Maizpara Road is situated at Matarbari Union, ward no.- 01, 04, 05 & 06, Mouza-Matarbari of Moheshkhali Upazila in Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.737359° N, Longitude Value: 91.897656° E. Ending point GPS Coordinates: Latitude Value: 21.729659° N Longitude Value: 91.889788°E. Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village road type-A with a proposed design of Rigid Pavement (Reinforced Cement Concrete) (RCC) from Ch.000 to Ch. 1250m.
- Proposed safety and service providing structures include box cutting, IsG-250mm, and both side (250 x 600mm) Bricks Toe wall and 200mm thickness for rigid pavement. Earth Works are also included along with 250m palisading with 250mm brick wall (4.5m Pre cast post and 1.5m Height Brick Wall) at different chainages.
- Proposed Construction of Box Culvert (0.750m x0.750m) at Ch: 265m, 360m & 454m. Proposed Construction of U-Drain Construction at Ch: L/S 05-95m=90m Ch: L/S 266-300m=34m, Ch: L/S 300-319m=19m & Ch: L/S 322-445m=123m.
- Also proposed road safety providing include one Road Name Plate, two Kilometer Post, Five Sign posts and six Chevron Signs.

Important Features of Sub-project Location																		
Road ID	422494016																	
Package No:	EMCRP/AF/W17.4																	
District	Cox’s Bazar																	
Upazila	Moheshkhali																	
Union	Matarbari																	
WARD	01, 04,05 and 06																	
Occupation of the Catchment Area People	<table><tr><td>Fisherman</td><td>25%</td></tr><tr><td>Salt Farmer</td><td>20%</td></tr><tr><td>Betel leaf farmer</td><td>28%</td></tr><tr><td>Agriculture Farmer</td><td>10%</td></tr><tr><td>Service Holder</td><td>1%</td></tr><tr><td>Day Labor</td><td>6%</td></tr><tr><td>Businessman</td><td>3%</td></tr><tr><td>Others</td><td>7%</td></tr></table>		Fisherman	25%	Salt Farmer	20%	Betel leaf farmer	28%	Agriculture Farmer	10%	Service Holder	1%	Day Labor	6%	Businessman	3%	Others	7%
Fisherman	25%																	
Salt Farmer	20%																	
Betel leaf farmer	28%																	
Agriculture Farmer	10%																	
Service Holder	1%																	
Day Labor	6%																	
Businessman	3%																	
Others	7%																	
Proposed Chainage	1250m																	
Distance from Upazila Head quarter	35 Km.																	
Present Condition of Road	Broken Herring Bone Bond (HBB)																	
Road Type	Village Road Type-A																	
Proposed Intervention Type	Rigid Pavement (Reinforced Cement Concrete) (RCC)																	
Road Starting Point Coordinates	Latitude Value: 21.737359° N Longitude Value: 91.897656° E																	
Road Ending Point Coordinates	Latitude Value: 21.729659° N Longitude Value:91.889788°E																	
Land ownership	Government Land																	

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

Description of project intervention area and project influence area with schematic diagram (where relevant, indicate distance to sensitive environmental areas such as elephant corridors, water bodies, etc. and historical or cultural assets): Please also explain any analysis on alternative location was conducted: **Answer:** The proposed Rigid Pavement (Reinforced Cement Concrete) (RCC) Matarbari-Shikderpara-Maizpara road totally host community. There is no historical and Archeological structure and no any sensitive issue. That is why there is no question to generate any adverse impact in this regard. In the sub-project location has many socio-cultural assets located, but that will not be affected by the construction work. No Elephants corridors have present in the sub-project area, and no elephant has been found last few years. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the country based on FGD. For the remaining period of the project, in the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the</p>

significant for the local community?	<p>construction work. Among them 04 will be skilled and 16 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 24900. Male-12197 and Female- 12703. The total number of families are near about 4150.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about five thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p>

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

Section B.2. Land acquisition and stakeholder screening

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

6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader 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 road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				

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

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

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

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

Answer: The project authority has been conducted several consultations with the potential affected community and people. 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 Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

**Annex-07: Social Screening of Munshirdeil to Pahartoli Road under package number
EMCRP/AF/W17.5 & Road ID: 4222495088, LGED.**

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:

Munshirdeil to Pahartoli Road will be Improvement by Reinforced Cement Concrete (RCC) & Bituminous Carpeting (BC) from Ch. 00- 1000m. Based on field survey, this proposed road is at present broken Brick Flat Soling (BFS) and Earthen. It will be improved in the existing alignment at Baro Moheshkhali Union, Ward No. 02, Mouza- Baro Moheshkhali of Moheshkhali Upazila under Cox's Bazar District. The proposed road is mainly used by people from 03 villages. The name of the villages is Monshir Dail, Majher Dail, Purbo Pahartoli respectively. The proposed road has started from Munshir Dail, Rohan Bazar point at Munshir Dail village road (South side) under Boro Moheshkhali. Ending on Munshir Dail, East Pahartoli Graveyard (North side). Starting point Munshirdeil to Pahartoli Road GPS Coordinate: Latitude Value: 21.545171° N & Longitude Value: 91.940652 ° E. Ending point Munshirdeil to Pahartoli Road GPS Coordinate: Latitude Value: 21.551880° N & Longitude Value: 91.945075° E.

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

Directions	Features
North	Pahartoli Graveyard (10m), Pahartoli Hill (20m)
South	Bango Bondhu Mohila Collage (100m), Moheshkhali Girls High School (900m), Moheshkhali UP Office (100m), Island High School (110m), Notun Bazar Graveyard (950m), Mahrapara Graveyard (900m)
East	Paner Boroj (10m), Munshir Dail Purbopara Jame Mosque (200m), Debanga Para GPS (800m)
West	Hosainia Ajjul Ulum Munshir Dail Madrassa (410m), Munshirdeil Graveyard/Eidgaon Moydan (410m), Munshirdeil Community Clinic (410m), Munshirdeil Uttar Bilpara Mosque (05m), Pahartoli Jame Mosque (320m).

No scope to disturbance by this sub-project which bring religious and cultural values to the community people. A large numbers of host community' people are expected to be benefitted by implementation of the sub-project directly.

Sub-project Location:

Munshirdeil to Pahartoli Road is situated at Baro Moheshkhali Union, ward no.-21, Mouza-Baro Moheshkhali in Moheshkhali Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.545171° N & Longitude Value: 91.940652 ° E. Ending point GPS Coordinates: Latitude Value: 21.551880° N & Longitude Value: 91.945075° E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village road type-B with a proposed design of Reinforced Cement Concrete (RCC) and Bituminous Carpeting (BC) from Ch.000 to Ch. 1000m.
- Proposed safety and service providing structures include box cutting, IsG-250mm, both side (250 x 600mm) bricks toe wall and 200mm thickness Rigid pavement and BC Box cutting, ISG-250mm, edging 125mm, AS-150mm, WBM-150mm, BC-25mm and Seal coat 12mm from Ch.000m to Ch.1000m.
- Earth Works are also included along with 250m palisading with 250mm brick wall at different chainages. Proposed Construction of five Box Culvert i.e., 2 vent (3.50 x 3.00m) at chainage 155m, 1 vent (1.50 x 1.50m) at Ch: 695 & 909m, 1 vent (3.50 x 3.00m) at chainage 813m, 1 vent (1.00 x 1.00m) at chainage 605m.
- Proposed Construction of U-Drain at Ch: L/S 15-150m=130m Ch: R/S 490-600m=110m. Proposed Construction of L-Drain at Ch: L/S 607-685m=78m, L/S Chainage 707-807m=100m, L/S Ch: 838-907m=69m & Ch: L/S 911-1000m=89m.

- Also proposed road safety providing include one Road Name Plate, two Kilometer Post and four Sign posts.

Important Features of Sub-project Location																	
Road ID	422495088																
Package No:	EMCRP/AF/W17.5																
District	Cox's Bazar																
Upazila	Moheshkhali																
Union	Boro Moheshkhali																
WARD	02																
Occupation of the Catchment Area People	<table> <tr> <td>Fisherman</td><td>30%</td></tr> <tr> <td>Salt Farmer</td><td>20%</td></tr> <tr> <td>Betel leaf farmer</td><td>25%</td></tr> <tr> <td>Agriculture Farmer</td><td>15%</td></tr> <tr> <td>Service Holder</td><td>1%</td></tr> <tr> <td>Day Labor</td><td>5%</td></tr> <tr> <td>Businessman</td><td>3%</td></tr> <tr> <td>Others</td><td>1%</td></tr> </table>	Fisherman	30%	Salt Farmer	20%	Betel leaf farmer	25%	Agriculture Farmer	15%	Service Holder	1%	Day Labor	5%	Businessman	3%	Others	1%
Fisherman	30%																
Salt Farmer	20%																
Betel leaf farmer	25%																
Agriculture Farmer	15%																
Service Holder	1%																
Day Labor	5%																
Businessman	3%																
Others	1%																
Proposed Chainage	1000m																
Distance from Upazila Head quarter	4.5 Km.																
Present Condition of Road	Broken Brick Flat Soling (BFS)																
Road Type	Village Road Type-B																
Proposed Intervention Type	Reinforced Cement Concrete (RCC) and Bituminous Carpeting (BC)																
Road Starting Point Coordinates	Latitude Value: 21.545171° N Longitude Value: 91.940652 ° E																
Road Ending Point Coordinates	Latitude Value: 21.551880° N Longitude Value: 91.945075° E																
Land ownership	Government Land																

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: No foreign workers will be needed for remaining period of the project at this locality in construction work accept local people, as local people are available in the catchment area. only some skilled work forces may be required from out siders of the</p>

the influx be considered significant for the local community?	<p>country based on FGD. For the remaining period of the project, in the based on FGD approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 04 will be skilled and 16 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, most of the workforces are available in the locality. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: yes, if the skill level of the local work force does not match the needs of the project Unskilled labors are available in this area; So, they can be trained within a reasonable timeframe to meet the project requirement.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Don't worry about for the local workers and their accommodation. Because the local community workers peoples expected to be hired from local community area, so that they do not have required for accommodation in the construction site because they will come from their own house, but the skilled labors who coming from outside, they have to need a temporary shed for accommodation. The size of the shed will depend on the number of outside laborers. The place of constrictions labor shed is available in this sub project areas.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 11250. Male-5502 and Female- 5748. The total number of families are near about 1520.</p> <p>✓ What is the size of the host Rohingya community?</p> <p>Answer: In the project area is the total host community. There are no Rohingya people near this proposed road.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about four to five thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background.</p>

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

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Reinforced Cement Concrete (RCC) and Bituminous Carpeting (BC) construction.
2. Is the site for land taking known?	✓			Reinforced Cement Concrete (RCC) and Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken Brick Flat Soling (BFS).
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).

5. Will there be loss of shelter and residential land due to land acquisition?		√		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		√		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		√		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [√] No [] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [√] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [√] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader 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 road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the				

vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.

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

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

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

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

Answer: The project authority has been conducted several consultations with the potential affected community and people. 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 Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

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

Annex-08: Screening Findings and Mitigation Measures

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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1:Sub-Project Interventions	Existing Broken Plain Cement Concrete (PCC), Broken Herring-bone Bond (HBB), Broken Brick Flat Soling (BFS) & Earthen Road with vacant width 2.5 to 3.00-meter inkling crest will be improved on government land under Moheshkhali Upazila in Cox’s Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none">No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.No Households will be affected by the intervention of sub-projects. If we found any grievance from the neighboring household, we will consult on emergency basis in order to solve the problem by project GRC.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Number of Complaints✓ Check Grievance register✓ Resolutions against the grievances	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none">No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.Code of conduct required for the local labours and outside labours.During construction work, social safeguard compliance will be maintained properly by the contractor.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">✓ Labor wages payroll✓ Interview with labour✓ Frequent visit by D&SC and PIU personnel✓ Copy of code of conduct	Weekly basis
	Site Selection & implementing interventions: Human-elephant	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	Monthly basis

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

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
			<ul style="list-style-type: none"> Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds Construct properly designed speed ramps on access roads Traffic signs will be in both Bangla and Rohingya language at appropriate places. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language. 		<ul style="list-style-type: none"> ✓ Physical visit of divert roads ✓ Traffic sign both Bangla and Rohingya language 	
	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> The movement of heavy machinery and equipment shall be restricted to defined routes. Proper signage to be displayed at major junctions. Road diversions and closures to be informed well in advance to the local community. The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes. 	Construction Contractor	<ul style="list-style-type: none"> ✓ No. of Accidents took place at construction site ✓ Police and Hospital Record ✓ Local witness ✓ Complaint register 	Monthly basis
3: Construction Phase	Temporary partition between construction places and	Low impact may be generated	<ul style="list-style-type: none"> Contractor will make sure the temporary divider/partition between improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered. 	Construction Contractor	<ul style="list-style-type: none"> ✓ Visiting the sub-project site ✓ Picture of divider/partition 	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	neighboring HHs					
	Safety during construction of the proposed roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors. Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Training register/Documents on Social safety matters ✓ Checking stock register of personal protective equipment (PPE) 	Fortnightly basis
	Drinking water and sanitation facility for male and female workers	Low impact may be generated	Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male & female separately.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Check tube well ✓ Water quality test randomly ✓ Check sanitation facilities ✓ Check bathing places 	Weekly basis
	Noise from construction works	Low impact may be generated	Improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Physical visit ✓ Interview with local people 	Weekly basis
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> ✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken. ✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up. ✓ Local community must be consulted by discloser before start any construction works. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Approval letter/ Consent letter of Local Representative or concern authority ✓ Grievance registers and its resolutions 	On weekly or fortnightly basis

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> ✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host. ✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade. ✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. ✓ Anti-social activities strictly prohibited 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Checking use of resources by labor ✓ Document checking of awareness building activities ✓ Physical Checking ✓ Grievance register ✓ Interview with local community 	Daily site visit

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> ✓ Exposure to health events during road improvement activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis: ✓ All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. ✓ Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. ✓ Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas. ✓ Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire. ✓ Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems. ✓ First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. ✓ Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures before start construction work. 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ Regular site visit ✓ List of materials such as; Fire distinguisher, first Aid box. ✓ Fitness certificate of equipment provided concern Authority. ✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures ✓ List of Personnel equipment materials ✓ Training document checking ✓ Contractor will be ensured to PMO whether they have recruited SSO & validation of documents. 	Daily site visit/inspection.

Section	Main Environmental and Social Impacts	Impact Significance *	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
	Traffic Accidents	Low impact may be generated	<ul style="list-style-type: none"> ✓ Clear road markings ✓ Road design to ensure traffic speed is not hazardous given slopes and bends ✓ Recording and reporting of accident incidents to local police station ✓ Annual reporting of accident figures to PSC 	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> ✓ No. of accident took place ✓ Marking and signage of road ✓ Record of police station and PSC 	Monthly basis
4: Operational Phase	Pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods.	Low impact may be generated	<ul style="list-style-type: none"> ✓ Ensure preventative maintenance schedule is followed. ✓ Regular inspections of potential leaking points. 	Union council, Upazila Parishad	<ul style="list-style-type: none"> ✓ Number of complaints received ✓ Check maintenance cost ✓ Physical verification and site visit 	Quarterly basis

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

Annex-09: At a Glance Public Consultation of 5 sub projects under package number EMCRP /AF/ W17.

1. Project Stakeholders:

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

2. Methodology:

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

3. Issues Raised by the Participants:

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

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

4. Feedback, Suggestions and recommendations of the participants:

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

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

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

5. Conclusion:

In conclusion, it can be clearly determined that the sub-project (package EMCRP / AF / W-17) will have a tremendous positive impact on the local community, especially in the socio-economic context for the people of the catchment area. People will easily get health facilities as well as government facilities. In particular, will ensure easy movement and for vulnerable sections of the community such as; Older people, PWD (Persons with Disabilities), women and children. Almost, the most modern access will obviously ensure the introduction and expansion of the promotion with the backward people. Which will boost the rural economy of the country and reduce poverty. Extensive development of children's education system will be achieved.

Annex-10: Photographs of Consultation Meeting of 5 Sub-Projects under package EMCRP/AF/W17, LGED.



Consultation meeting of Fakira Kata WAPDA Embankment Road under package number EMCRP/AF/W17.1 & Road ID: 422494008, LGED.



Consultation meeting of Kalagazipara road under package number EMCRP/AF/W17.2 & Road ID: 422495091, LGED.



Consultation meeting of Natun Bazar-Kazibari Road under package number EMCRP/AF/W17.3 & Road ID: 422495100, LGED.





Consultation meeting of Matarbari-Sikderpara-Maizpara road under package number EMCRP/AF/W17.4 & Road ID: 422494016, LGED.



Consultation meeting of Munshirdeil to Pahartoli road under package number EMCRP/AF/W17.5 & Road ID: 422495088, LGED.

Annex-11: Photographs of 5 Sub Project's Present Condition under package EMCRP/AF/W17, LGED.



Present Condition of Fakira Kata WAPDA Embankment Road under package number EMCRP/AF/W17.1 & Road ID: 422494008, LGED.



Present Condition of Kalagazipara road under package number EMCRP/AF/W17.2 & Road ID: 422495091, LGED.



Present Condition of Natun Bazar-Kazibari Road under package number EMCRP/AF/W17.3 & Road ID: 422495100, LGED.



Present Condition of Matarbari-Shikdarpara-Maizpara road under package number EMCRP/AF/W17.4 & Road ID: 422494016, LGED.



Present Condition of Munshirdeil to Pahartoli road under package number EMCRP/AF/W17.5 & Road ID: 422495088, LGED.

Annex-12: List of Participants Attended in a Consultation Meeting of 5 Sub Project's under package EMCRP/AF/W17.

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)
Additional Financing
 জাতীয় ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় স্থানীয় সেবায় প্রকল্প
 Local Government Engineering Department (LGED)
 Public Consultation Participants List
Focus Group Discussion

সময়: ১১:৩০ ঘটিকা তারিখ: ২৫/০৭/২০২২
 উপ-প্রকল্প/অন্যোন্যেই এর নাম: Improvement of kalagazipara road
 মত বিমিত্ত স্থান: kalagazi para Bazar
 ইউনিয়ন: Hoanok ওয়ার্ড নং: ০২ গ্রামবাসী: Hoanok উপজেলা: Moheshkhola থানা: ককরাডা
 সর্ব প্রকল্প নং: EMCRP/AF/W17(০২) ৫৭১০
 জংশন/কলকাতার মালিক (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিহ্ন
০১	আব্দুল হক	৪৬	পুরুষ	হোয়ানক	[Signature]
০২	আব্দুল হক	২৮	"	"	[Signature]
০৩	আব্দুল হক	৬০	"	"	[Signature]
০৪	আব্দুল হক	৫০	"	"	[Signature]
০৫	আব্দুল হক	২৭	"	"	[Signature]
০৬	আব্দুল হক	৪৬	"	"	[Signature]
০৭	আব্দুল হক	৩৫	"	"	[Signature]
০৮	আব্দুল হক	৬২	"	"	[Signature]
০৯	আব্দুল হক	১১	"	"	[Signature]
১০	আব্দুল হক	৫০	"	"	[Signature]
১১	আব্দুল হক	২৮	"	"	[Signature]
১২	আব্দুল হক	৪৫	"	"	[Signature]
১৩	আব্দুল হক	৫৫	"	"	[Signature]
১৪	আব্দুল হক	৪৫	"	"	[Signature]
১৫	আব্দুল হক	৫৬	"	"	[Signature]
১৬	আব্দুল হক	৪৫	"	"	[Signature]

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Additional Financing

সকলী ডিজিটেল রোহিঙ্গা সার্কট মোকাবেলায় মালি সেবিত প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ১২:০০ গি.এস

তারিখ: ২২/১/২২

উপ-প্রকল্প/কম্পোনেন্ট এর নাম: Improvement of Nakhun Bazar-kazibari road

যাচাইকৃত স্থান: সন্নিহিত চণ্ডীকোণ্ডোয়া উপগ্রাম

ইউনিট: বড় মতামতীয়ার নং: ০৮ গ্রামপঞ্চ: Baro mochenkhali উপজেলা: মকলাহাট

সংস্করণ নং: EMCRP/AF/W/7(03) ৫৭১০

আংশিককরণের তারিখ (পরিচালক/অফিসার)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিহ্ন
০১	কামার আলী	৬৫	পুরুষ	হায়াতি/চণ্ডী	মুহাম্মদ হামিদ
০২	তারিক	৪০	পুরুষ	"	মাহিদ
০৩	জোহান আলী	৬০	পুরুষ	"	জোহান আলী
০৪	জালাল আলী	২৫	পুরুষ	হায়াতি/চণ্ডী	জালাল আলী
০৫	আবু হুসেইন	২৫	পুরুষ	"	আবু হুসেইন
০৬	নূর আলী	৪২	পুরুষ	"	নূর আলী
০৭	কাজিম আলী	৪০	পুরুষ	"	কাজিম আলী
০৮	একরাম	৫০	পুরুষ	"	একরাম
০৯	আবু হুসেইন	৪৫	পুরুষ	হায়াতি/চণ্ডী	আবু হুসেইন
১০	নূর আলী	৬৫	পুরুষ	"	নূর আলী
১১	আবু হুসেইন	২৫	পুরুষ	"	আবু হুসেইন
১২	আবু জোহান	৪৫	পুরুষ	"	আবু জোহান
১৩	নূর আলী	২৫	পুরুষ	হায়াতি/চণ্ডী	নূর আলী
১৪	আবু হুসেইন	৬৫	পুরুষ	"	আবু হুসেইন
১৫	মাহিদ আলী	৬২	পুরুষ	হায়াতি/চণ্ডী	মাহিদ আলী
১৬	নূর আলী	৬০	পুরুষ	"	নূর আলী

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Additional Financing

স্বাক্ষরিত চিঠিতে রেজিস্টার সফট মোকাবেলায় মাস্টার সেলুলার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময় : ০৬:০০ পিএফ

তারিখ : ২২/০৭/২০২২

উপ-প্রকল্প/কমপোনেন্ট এর নাম : Improvement of Natun Bazar - kazi bari road

মত বিনিময় স্থান : Dolar Para Moar

ইউনিট : Kutubjura জোড় নং : ০৬ গ্রাম : Kutubjura উপজেলা : মহেশগঞ্জ জেলা : কক্সবাজার

সব প্রকল্প নং : EMCRP/AF/W17(03)

আংশিকপ্রকল্পের নাম (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / চিহ্ন
০১	একতার	৬২	পুরুষ	কুতুবজুরা	একতার
০২	শ্রী: একতার	৪৫	৥	১১	একতার
০৬	আবদুল হার	৪৫	৥	১১	আবদুল হার
০৪	শ্রী: মজিব	৬৫	৥	১১	শ্রী: মজিব
০৫	একতার	৪০	৥	১১	একতার
০৬	আবদুল হার	৬৫	৥	১১	আবদুল হার
০৭	আবদুল হার	৪২	৥	শ্রী: আবদুল হার	আবদুল হার
০৮	আবদুল হার	৬৫	৥	১১	আবদুল হার
০৯	নজিব আবদুল হার	৭০	৥	শ্রী: নজিব	নজিব
১০	একতার	৬৫	৥	১১	একতার
১১	মজিব	৬০	৥	১১	মজিব
১২	শ্রী: আবদুল হার	১০	৥	১১	শ্রী: আবদুল হার
১৬	শ্রী: আবদুল হার	২০	৥	১১	শ্রী: আবদুল হার
১৪	মজিব	২২	৥	১১	মজিব
১৫	মজিব	২৫	৥	১১	মজিব
১৬	মজিব	৬০	৥	১১	মজিব

Additional Financing

Local Government Engineering Department (LGED)

Focus Group Discussion

তারিখ: ২২/০৭/২২

यस विनिमय हुन: Dollar परा Moan

ईडी नं. 33/2017 तारीख: 04 अक्षर: 33/2017 पिनकोड: 842001 जिला: काठमाडौं

REF ID: A68097
EMCRP/AF/W17(03)

আশাভেনকাবীচেনর বাসিন্দা (পরিচয় ও স্বাক্ষর)

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Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Additional Financing

অর্থায়ন বিভাগের অতিরিক্ত আর্থিক সহযোগিতার জন্য অনুরোধ

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময়: ১২:০০ ঘটিকা

তারিখ: ২৪/০৭/২০২২

উপ-প্রকল্প/অর্থায়নের নাম: Improvement of Matarbari-Sikderpara-Maizpara road

স্থান: In front of Mn. Amir Uddin stone of Tita Majhi Para Wdg

ইতিমধ্যে: Matarbari

ওয়ার্ড নং: ০৬

উপজেলা: Matarbari

ডিস্ট্রিক্ট: মোহেশখলি

৪৭০০

সহ প্রকল্প নং: EMCRP/AF/W17(৬)

আংশিককারীদের হাতিয়া (নামের ও নামের)

ক্র.সং.	নাম	বয়স	পেশা/শিক্ষা	জাম	স্বাক্ষর/সিগনেচার
০১	তি এনজিউ গুপ্ত	৫৫	পুষ্টি	পুষ্টি	
০২	সুখা (স্বামী)	৩৬	স্বামী	স্বামী	
০৩	স্বামী মোহাম্মদ আলী	৫৭	"	স্বামী	
০৪	স্বামী মোহাম্মদ	৫৯	"	স্বামী	
০৫	স্বামী সুখা (স্বামী)	৬৬	"	স্বামী	
০৬	স্বামী সুখা ২য়	৭০	"	স্বামী	
০৭	স্বামী সুখা ৩য়	৪৬	"	স্বামী	
০৮	স্বামী মোহাম্মদ	৪০	"	স্বামী	
০৯	স্বামী মোহাম্মদ (স্বামী)	৬০	"	স্বামী	
১০	স্বামী মোহাম্মদ	৪৭	"	স্বামী	
১১	স্বামী (স্বামী)	৪৬	"	স্বামী	
১২	স্বামী মোহাম্মদ	৬৩	"	স্বামী	
১৩	স্বামী মোহাম্মদ	৬০	"	স্বামী	
১৪	স্বামী মোহাম্মদ	৪২	"	স্বামী	
১৫	স্বামী মোহাম্মদ	৪০	"	স্বামী	
১৬	স্বামী মোহাম্মদ	৪০	"	স্বামী	
১৭	স্বামী মোহাম্মদ	৪০	"	স্বামী	
১৮	স্বামী মোহাম্মদ	৪০	"	স্বামী	
১৯	স্বামী মোহাম্মদ	৪০	"	স্বামী	
২০	স্বামী মোহাম্মদ	৪০	"	স্বামী	

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Additional Financing

জাতীয় ভিত্তিক প্রাথমিক সংকট মোকাবেলায় মানসিক সেবার প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

তারিখ: ২৪/০৯/২০২২

২৪/০৯/২০২২

উপ-প্রকল্প/অনুপ্রকল্পের নাম: Improvement of Matarbari-Sinkuapara-Maizpara road

সংগঠিত করেছেন: In front of Mr. Arice Uddin store of Tita Majha para Village

ইউনিট: Matarbari অফিস নং: ০৬ গ্রাম: Matarbari উপজেলা: Moheshkhali জেলা: কক্সবাজার
৫৭০০

সংগঠক নং: EMCRP/AF/W17(04)

অংশগ্রহণকারীদের তালিকা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/মহিলা	গ্রাম	স্বাক্ষর / চিহ্ন
১	আবদুল কাদের	৩২	পুরুষ	সিংগারিয়া	আবদুল কাদের
২	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
৩	আবদুল কাদের	৪৫	পুরুষ	সিংগারিয়া	আবদুল কাদের
৪	আবদুল কাদের	৪০	পুরুষ	সিংগারিয়া	আবদুল কাদের
৫	আবদুল কাদের	৪৫	পুরুষ	সিংগারিয়া	আবদুল কাদের
৬	আবদুল কাদের	২৭	পুরুষ	সিংগারিয়া	আবদুল কাদের
৭	আবদুল কাদের	২৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
৮	আবদুল কাদের	২৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
৯	আবদুল কাদের	৪৫	পুরুষ	সিংগারিয়া	আবদুল কাদের
১০	আবদুল কাদের	২৩	পুরুষ	সিংগারিয়া	আবদুল কাদের
১১	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১২	আবদুল কাদের	৩২	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৩	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৪	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৫	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৬	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৭	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৮	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
১৯	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২০	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২১	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২২	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৩	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৪	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৫	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৬	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৭	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৮	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
২৯	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের
৩০	আবদুল কাদের	৩৪	পুরুষ	সিংগারিয়া	আবদুল কাদের

