



# Government of The People's Republic of Bangladesh

Ministry of Local Government, Rural Development and Co-operatives

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Local Government Engineering Department (LGED)



Report on  
Social Assessment Report on Proposed Improvement of Five (5)  
Sub project (Road) under Package No: EMCRP /W-13 &14

Funded by:



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



**Development Design Consultants Ltd.**

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## Abbreviations

Abbreviations	Descriptions
<b>ARIPA 2017</b>	Acquisition and Requisition of immovable property Act, 2017;
<b>AF</b>	Additional Financing
<b>BC</b>	Bituminous Carpeting
<b>BFS</b>	Brick Flat Soiling
<b>BOQ</b>	Bill of Quantity
<b>CARE</b>	Cooperative for Assistance and Relief Everywhere
<b>CBO</b>	Community Based Organization
<b>CoC</b>	Code of Conduct
<b>CPR</b>	Common Property Resources
<b>CSO</b>	Civil Society Organization
<b>DC</b>	Deputy Commissioner
<b>DOE</b>	Department of Environment
<b>DoF</b>	Department of Forest
<b>D&amp;SC</b>	Design & Supervision Consultant
<b>DRPs</b>	Displaced Rohingya Peoples
<b>EMCRP</b>	Emergency Multi-Sector Rohingya Crisis Response Project
<b>ERP</b>	Emergency Response Plan
<b>ESMF</b>	Environmental and Social Management Framework
<b>FFW</b>	Food For Work
<b>FGD</b>	Focus Group Discussion
<b>GBV</b>	Gender Based Violence
<b>GPS</b>	Government Primary School
<b>GRC</b>	Grievance Redressed Committee
<b>GRM</b>	Grievance Redressed Mechanism
<b>HBB</b>	Herring Bone Bond
<b>HH</b>	House Hold
<b>IUCN</b>	International Union for Conservation of Nature
<b>LGED</b>	Local Government Engineering Department
<b>MoLGRD&amp;C</b>	Ministry of Local Government, Rural Development and Co-operatives
<b>NGO</b>	Non-Government Organization
<b>OP</b>	Operational Policy
<b>PDO</b>	Project Development Objective
<b>PIU</b>	Project Implementation Unit
<b>PRA</b>	Participatory Rural Appraisal
<b>RCC</b>	Reinforced Cement Concrete
<b>RF</b>	Resettlement Framework
<b>RRRC</b>	Refugee Relief & Repatriation commissioner
<b>RoW</b>	Right of Way
<b>RPF</b>	Resettlement Policy Framework
<b>SMP</b>	Social Management Plan
<b>TP</b>	Tribal People
<b>TMP</b>	Traffic Management Plan
<b>TCP</b>	Traffic Control Plan
<b>UZ</b>	Upazila
<b>WB</b>	World Bank

## Executive Summary

### Introduction and Background:

This social assessment results report is prepared by the Local Government Engineering Department (LGED) for the upgrade/rehabilitation of five existing roads under the work Package 13 and 14 and the rehabilitation policy framework following the guidelines of the Multi-Sector Rohingya Crisis Response Project (EMCRP). The project will be implemented with funding from the World Bank and Bangladesh Government. All the policies, procedures and processes outlined in this social assessment will be followed in accordance with the RPF to mitigate the impacts if any impacts are identified due to sub-project implementation in the DRP camp and host community areas. As part of the report a detailed screenings are conducted at all sites.

This social assessment report is prepared for the upgrading of five existing roads under sub-package 13.2 (0.560 km), 13.3 (2.275 km), 13.5 (0.64 km), 14.2 (0.790 km) and 14.5 (0.625 km) and these roads will be owned by DRP and host communities. It will improve the connection between Officials working in the camp have to use these roads for food supply and movement. However, the condition of existing roads is very poor and people are not able to use these roads during monsoon. Many shelters and infrastructure were built without planning when the Rohingya first arrived. So, the roads become more congested due to unplanned infrastructure construction. The RRRC and UNHCR will be responsible for relocating any structure regardless. The cost of relocation will be borne by RRRC and UNHCR. Cash compensation is not allowed to DRPs in camps. However, any damage to property during relocation will be replaced by RRRC and UNHCR. LGED, in collaboration with RRRC, United Nations High Commissioner for Refugees (UNHCR) and IOM, screened the proposed locations of five existing roads.

### Scope and Objectives of the SOCIAL ASSESSMENT:

The primary goal of SOCIAL ASSESSMENT is to plan adequate mitigation measures and provide compensation and rehabilitation assistance to the physically and financially affected through appropriate mitigation measures. These include (i) provision for compensation for structures, trees and permanent crops; (ii) providing additional grants to cover the cost of replacement of the affected persons (random use in Cox's Bazar districts rate); (iii) Reconstruction assistance for displacement during relocation and space development; (iv) special assistance to the poor, especially vulnerable women who will not be able to rebuild their structure with normal compensation; and (v) provisions for implementation structure, monitoring and evaluation.

### Summary of Key Impacts:

The impacts of the project have been assessed on the basis of a census and IOL survey conducted in the initial phase. Overall the impact and risk of the sub-project is low, as all activities will be carried out on government land. Thirteen (13) DRP shelters located in the camp have been affected and replaced nearby Vacant Government land for improvement of the roads by UNHCR, IOM, RRRC, DRC, BRAC, CARE and other NGOs those are providing humanitarian services in the DRP camps in Ukhiya and Teknaf from the beginning to date. The relocation site is 10-15 meters away from the existing road. According to agreement with LGED NGO's will bear all the cost and responsibility to shifting the shelter in the camp and cost of replacing the. Affected infrastructure cost also incur by them.

But in the host community followed the avoiding & minimized design alternative in accordance with World Bank Policy OP / BP 4.12 no any impact have been found during construction. If found LGED has taken steps to mitigate as per kept impact mitigation money of Tk-500000. The presence of a variety of built structures comprising of both primary and secondary are considered during census within the clearing width of the 5.5 m RoW of the road. Total 16 primary structures and 59 secondary structures has affected in DRP. However, RRRC, UNHCR and IOM has already planned to relocate those to the nearest location in DRP by their own cost. If impact found in Host community construction contractor will bear all cost as per kept budget following the guideline of RPF.

### Disclosure and Consultation:

During SOCIAL ASSESSMENT preparation, all sub-projects have been identified and designed through disclosure to the community and consultation with local people. EMCRP has established consultation and participation plans to meet the needs of the community, including demand assessment. The main purpose of project consultation and participation is to convey the purpose of the project and to seek feedback from the participants so that the socio-economic benefits can be maximized and the adverse effects can be minimized. In this regard, FGD and hot-spot discussions were conducted in the mainstream area for most participants. In order to convey the message of development to more female project beneficiaries and get feedback from them, at least one separate FGD was conducted with only female beneficiaries in the mainstream population area of each sub-project. During social screenings, the community was consulted at every kilometer of the road or at important public gatherings.

### SOCIAL ASSESSMENT Implementation and Cost Estimation:

Anticipated compensation allocation shall be prepared for potentially affected persons (squatters/occupiers only) who can be affected during the construction works. Aggrieved persons are eligible for compensation/assistance under this project as described in this RPF. A Tentative amount of Taka =5, 00000 has been kept for this purpose to provide compensation and other assistance in case of impact through the screening outcomes confirmed that no secondary structures will be affected. However, LGED will implement the project following the World Bank's avoidance and mitigation approach to avoid impacts. If the impact of assets/trees cannot be avoided, the project will consider compensation according to the type, extent and severity of the affected property following the guideline of project RPF following the RPF reflecting the vision of World Bank Operational Policy (OP) 4.12. No house or people need to be resettled and no livelihood will be endangered in any subsection by these sub-projects.

	Events/Items	Amount In BDT
1	Compensation for Secondary Structures	2,70,000
2	Compensation for Trees	1,50,000
3	Compensation for Fruits	30,000
4	Compensation & Assistance for Vulnerable HH	50,000
Total		5,00000

### 1. Background of the project:

Since August 25, 2017, extreme violence in Myanmar's Rakhine state has forced an estimated 727,000 people from the Rohingya community across the border to seek refuge in Bangladesh's Cox's Bazar district. This brings the total displaced Rohingya population (DRP) in the district to around 919,000, one of the fastest growing forced displacement crises in the world. A total of 85% of DRPs are living in joint sites, 13% in joint sites with host communities and 2% in scattered sites with host communities. Ukhiya and Teknaf, the two Upazila where most DRPs are settled.

Since August 25, 2017, extreme violence in Myanmar's Rakhine state has forced an estimated 727,000 people from the Rohingya community across the border to seek refuge in Bangladesh's Cox's Bazar district. It is one of the fastest growing forced displacement crises in the world with a total displaced Rohingya population (DRP) of around 919,000 in the district. A total of 85% of DRPs are living in joint sites, 13% in joint sites with host communities and 2% in dispersed sites with host communities. Ukhiya and Teknaf, the two Upazila with the largest number of DRP settlements.

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

The EMCRP did not sanction the provision of separate land acquisition and rehabilitation in the approved DPP. All sub-projects will be implemented on government land. LGED will improve existing poor BC and damaged roads, even earthen roads exists necessary right-of-way and located entirely on government land. However, in many cases the landless and vulnerable people of the society who have no alternative are living somewhere adjacent to the road alignment without permission from the authorities. In those cases, road widening and improvement will require them to be relocated from their existing location to another location as they will suffer and lose their wealth and property. For this purpose all sub-projects are adopted avoidance, minimization and alternative design etc. procedures are being followed for implementation of these sub-projects.

In some cases in Camp existing road alignment strip is narrow there minor impact can be happened, for mitigation those cases a discussions meetings were held with the project authorities and service providers serving in the camps, it has been decided that the larger interests and needs of the community and service providers in the DRP camps will be assessed and they will bear the cost of replacement/rehabilitation of the victims in the shelters/structures in the DRP camps as per their normal camp rates and they have agreed. LGED will ensure that the compensation process based on the project RPF. In connection the strategy UNHCR, IOM, RRRC, DRC, BRAC, CARE and other NGOs are providing humanitarian services in DRP camps in Ukhiya and Teknaf. Construction of road sub project to their camps is essential to provide uninterrupted communication and services. They have requested LGED if LGED improves the internal communication with necessary drains etc. in which case they will bear the administrative and financial responsibility of rehabilitating and replacing the infrastructure if any infrastructure is affected due to road development in the camp. In addition they will also receive financial and administrative support from the organizations. Considering the above conditions, LGED undertook the development of road sub-project in the camp. In host community no impact have been found yet to dated

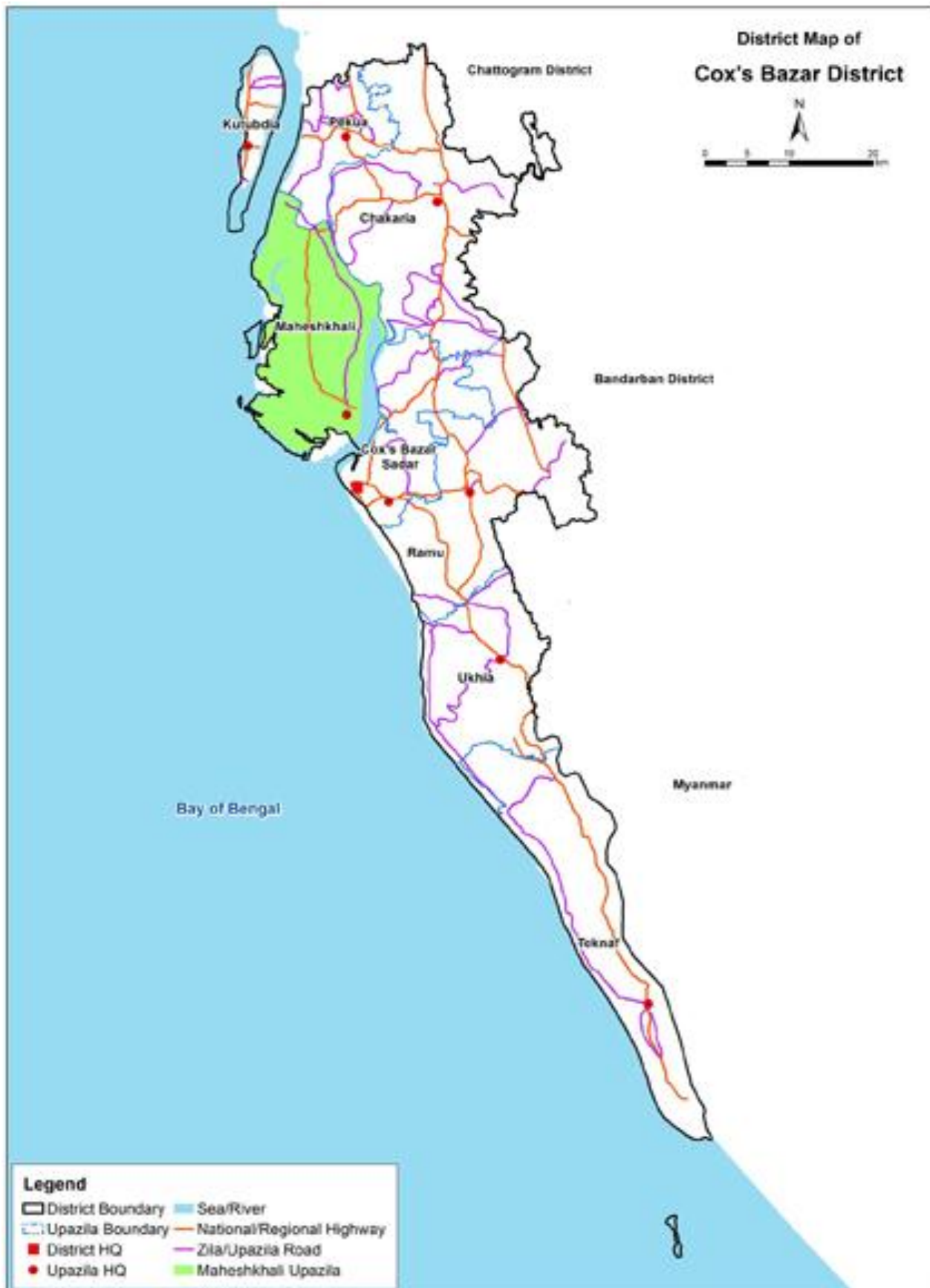
During disaster and rainy season local peoples are unable to use this road due to muddy and potholes and in adequate width. Even vehicles could not ply along the road securely. So, peoples are facing difficulty to move along the road. For uninterrupted traffic movement and public safety as well as greater interest of the local community, this road shall be improve immediately. It is confirmed that the proposed road will be improved along the existing alignment with average 4.5-5.5-meter width including 0.5- 0.6 meter both side slopes entirely owned by government land. However, LGED with the support of D&SC team has been conducted social screening survey following the guidelines of ESMF and RPF, and results indicates that no trees, structures, community properties or any other assets will be affected by the implementation of the sub project. So, land acquisition and population displacement/relocation of habitants, shop and trees to cut shall not be needed to implement this sub project. If trees are required to cut off then compensation will be paid according to the RPF. LGED has been included tree plantation cost both side of the new road construction in BOQ. In addition if any impact occur during construction compensation shall be paid from kept budget following RPF.

## 2. Table-1: Location of Sub Project in

SI #	Name of Subproject	Package & Road ID No.	Total Length (Meter)	Starting Point (Coordinate)	Ending Point (Coordinate)	Length (Meter)	
						Within the Camp (length)	In Host Communities (length)
01	Improvement of Shafi Ullah Ghata Rohingya Camp Road by HBB from Ch.00-560m.	Package Number: EMCRP/13.2 & Road ID: Not Applicable	560 m	Latitude Value: 21° 9' 25" N Longitude Value: 92° 9' 8" E	Latitude Value: 21° 9' 26" N Longitude Value: 92° 8' 58" E	560 m	-
02	Improvement of Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Road by BC Ch.00-2275m.	Package Number: EMCRP/13.3 & Road ID: 422945093	2.775 m	Latitude Value: 21°10'22.5" N Longitude Value: 92°09'18.9" E	Latitude Value: 21°10'52" N Longitude Value: 92°08'47.1" E	500 m	2275m
03	Improvement of Baddagona Road to Tanjimarkhola Road by BC Ch.00-640m.	Package Number: EMCRP/13.5 & Road ID: 422945094	0.640	Latitude Value: 21°10'39.1" N Longitude Value: 92°9'21.2" E	Latitude Value: 21°10'39.3" N Longitude Value: 92°9'1.8" E	250m	390m
04	Improvement of Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road by HBB Ch.00-790m.	Package Number: EMCRP/14.2 & Road ID: Not Applicable	0.790	Latitude Value: 21°09'31.57" N Longitude Value: 92°9'39.7" E	Latitude Value: 21°10'03" N Longitude Value: 92°9'09" E	400m	390 m
05	Improvement of Nhila R&H Jadimura RNGPS to Ahamed's House Road by HBB from ch.00-625m.	Package Number: EMCRP/14.5 & Road ID: 422905220	0.625	Latitude Value: 20°56'26" N Longitude Value: 92°15'38" E	Latitude Value: 20°56'21" N Longitude Value: 92°15'26" E	625m	-



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



4.

**Table-2: Consultation of Five Road under package number EMCRP/W-13&14 (As per field data)**

S I #	Name of Subproject	Package & ID No.	Upazila	Starting Point	Ending Point	Road Length (Meter) (Insight Camp)	Road Length (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
1	Improvement of Shafi Ullah Ghata Rohingya Camp Road by HBB from Ch.00-560m.	EM CRP /W1 3.2	Ukhiya	Latitude Value: 21° 9' 25" N Longitude Value: 92° 8' 8" E	Latitude Value: 21° 9' 26" N Longitude Value: 92° 8' 58" E	560 m		23/12/2019  25/12/2019	2.00 PM  11.00 AM	Palongkhali union Parishad  Shafiullah ghata Abdul Gaffer's Shop; 5 No. Palongkhali Union, Balukhali, Ukhiya	Local government Representatives (Union Parishad Chairman & members)  Local Stakeholders (Camp+Host Communities)	Due to Rohingya influx, the density of populations has increased which created heavy pressure on existing road structure and created untold miseries to the Host communities. Presently, people of these areas are facing huge traffic jam because of increasing numbers of vehicles of local, national,
2	Improvement of Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Road by BC Ch.00-2275m.	EM CRP /W1 3.3 Road ID-422 945 093	"Do"	Latitude Value: 21°10'22.5" N Longitude Value: 92°09' 18.9" E	Latitude Value: 21°10' 52" N Longitude Value: 92°08' 47.1" E	500m	2275 m	23/12/2019  23/12/2019	2.00 PM  4.00 PM	Palongkhali union Parishad  Sub-Project Area	Local government Representatives (Union Parishad Chairman & members)  Local Stakeholders (Camp+Host Communities)	international agencies as well as Government agencies. • Effective coordination will be created between the stakeholders and Government regarding road construction.
3	Improvement of Thainkhali to Baddagona Road to Tanjimarkhola Road by BC Ch.00-640m.	EM CRP /W1 3.5 Road ID-422 945 094	"Do"	Latitude Value: 21°10'39.1" N Longitude Value: 92°9'21.2" E	Latitude Value: 21°10' 39.3" N Longitude Value: 92°9'1.8" E	250 m	390 m	23/12/2019  23/12/2019	2.00 PM  3.00 PM	Palongkhali union Parishad  The shop of Hamidul Haque in Moynaghona which is adjacent of the subproject location	Local government Representatives (Union Parishad Chairman & members)  Local Stakeholders (Camp+Host Communities)	• Availability of first-aid boxes at the proposed sub-projects site. • Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others. • Avoiding and minimizing adverse social impacts for

4	Improvement of Arakan Road to Hakim Para (Chikoncho	EM CRP /W1 4.2	"Do"	Latitude Value: 21°09'31.57" N Longitude Value:	Latitude Value: 21°10'03" N Longitude	400m	390m	23/12/2019	2.00 PM	Palongkhali union Parishad	Local government Representatives (Union	the
	ra) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road by HBB Ch.00-790m.			92°9'39.7" E	Latitude Value: 92°9'09" E			25/12/2019	12.00 noon	Sub-Project Area	Parishad Chairman & members) Local Stakeholders (Camp+Host Communities)	site selection, design and construction • Ensuring various stakeholders' participation, which will enhance their sense of belonging in the proposed sub-projects.
5	Improvement of Nhila R&H Jadimura RNGPS to Ahamed's House Road by HBB from ch.00-625m..	EM CRP /W1 4.5 Road ID-422 905 220	Teknaf	Latitude Value: 20°56'26" N Longitude Value: 92°15'38" E	Latitude Value: 20°56'21" N Longitude Value: 92°15'26" E	625m		24/12/2019	12.00 noon	Nhila	Local government Representatives (Union Parishad Chairman & members) Local Stakeholders (Camp+Host Communities)	• Ensuring social conflicts and grievance management during construction period. • Ensuring equal wages for female labor including site security and facilities. • Ensuring that GBV is not occurring at the work site.
								24/12/2019	2.00 PM	At (Chainage: 625m) a place adjacent to the subproject location.		

**Table-4: Crest /Top width of Package EMCRP/13.2, 13.3, 13.5, 14.2 & 14.5 (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
1	Improvement of Shafi Ullah Ghata Rohingya Camp Road by HBB from Ch.00-560m.	Package Number: EMCRP/13.2 & Road ID: Not Applicable	Ukhiya Upazila of Cox's Bazar District	0.6	4.3	0.6	5.5	Average Width of Road 5.5 meter including 0.6-meter slope in both side
2	Improvement of Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Road by BC Ch.00-2275m.	Package Number: EMCRP/13.3 & Road ID: 422945093	"Do"	0.6	4.3	0.6	5.5	"Do"
3	Improvement of Thainkhali to	Package Number:	"Do"	0.6	4.3	0.6	5.5	"Do"

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
	Baddagona Road to Tanjimarkhola Road by BC Ch.00-640m.	EMCRP/13.5 & Road ID: 422945094						
4	Improvement of Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road by HBB Ch.00-790m.	Package Number: EMCRP/14.2 & Road ID: Not Applicable	"Do"	0.6	4.3	0.6	5.5	"Do"
5	Improvement of Nhila R&H Jadimura RNGPS to Ahamed's House Road by HBB from ch.00-625m.	Package Number: EMCRP/14.5 & Road ID: 422905220	Teknaf Upazila of Cox's Bazar District	0.6	4.3	0.6	5.5	"Do"

## 5. Methodology:

A team consisting of a design & supervision consultant visited the package EMCRP/ W-13 & 14 and conducted focus group discussion (FGD) with relevant stakeholders and participated in formal and informal meetings with the local communities before the screening conducted. Local LGED representatives provided necessary support to the screening survey team. A structured questionnaire was used to obtain necessary primary data relating to population, household, land acquisition requirement, land ownership, losses of land, assets and other factors. Further information was gathered through interviews of key informants and most importantly stakeholder consultation meetings through a FGD approach to capture the communities' opinion and feedback about the sub-projects.

## 6. Summary of Key Findings:

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

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

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

Labour is very scarce in this locality but non-technical labors are available in this locality, only technical labour needs to hire from outside. In particular, female participation in the construction work at the rural levels is extremely poor. As such, the Labour influx and GBV will not be created any problems during construction.

The social team has been felt that the process of on-going communication and public involvement ultimately

aided in streamlining the process by dealing with issues before they became problems. Overall, the sub project impact will be positive.

## **6. Existing condition of the Proposed Road:**

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

EMCRP Pkg. W-13&14 within the DRP camp and the host community of Ukhiya and Teknaf Upazila under Cox's Bazar district and present condition of this road is earthen in a poor condition and narrow width. In the consultation meetings, participants told that during disaster and rainy season peoples are unable to use these roads due to muddy and potholes. Even vehicles could not ply along the road. Local community and users have informed the survey team that, in rainy season/foggy condition/dry season many accidental incidents have been occurred; especially sick and pregnant women are facing difficulty to passing along the road. The community expressed that if road is being developed then it will be generated tremendous positive impacts for the local community, particularly in the socio-economic context for the catchment areas people. Peoples will get easy health and others government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from this sub-project. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind. During the screening, the road alignment is found empty. Structures, trees, community properties or any other assets will not be affected by the sub-project. However, during implementation, if any impacts are identified, those will be addressed following the guidelines of RPF and ESMF. Scenarios of key findings are attached in Annex-1.

## **7. Summary of Key Impacts:**

The impacts of the project have been assessed on the basis of a census and IOL survey conducted in the initial phase. Overall the impact and risk of the sub-project is low, as all activities will be carried out on government land. 13 DRP shelters in the camp had to be moved and replaced by UNHCR, IOM, RRRC, DRC, BRAC, CARE and other NGOs providing humanitarian services in the DRP camps in Ukhiya and Teknaf. They will bear all the cost and responsibility to shifting the shelter in the camp and cost of replacing the damaged infrastructure will incur by the agencies as per agreement with LGED.

But in the host community followed the avoiding & minimized design alternative in accordance with World Bank Policy OP / BP 4.12 no any impact have been found during construction. If found LGED has taken steps to mitigate as per kept money of Tk-500000. The presence of a variety of built structures comprising of both primary and secondary are considered during census within the clearing width of the 5.5 m RoW of the road. Total 16 primary structures and 59 secondary structures has affected in DRP. However, RRRC, UNHCR and IOM has already planned to relocate these to the nearest location in DRP by their own cost. If impact found in Host community construction contractor will bear all cost as per kept budget following the guideline of RPF. The relocation site is 10-15 meters away from the existing road.

### **7.1 Scope of Work:**

There are 5 new roads will be constructed under the package-W-13&14. In accordance, we have undertaken social screening all the sub projects for the preliminary assessment of potential social impacts. Out of 5 sub projects, 3 sub projects is pkg-W-13.2, 13.3 & 2 is 14.2 & 14.5 have been screened for outcome report and the Pkg. W-13.1, 13.4 & 13.6 and Pkg.-14.1, 14.3, 14.4, 14.6 & 14.7 were screened earlier and outcome report has cleared from the World Bank. It is confirmed that the newly proposed sub projects will be implemented on existing alignment which ownership exclusively for Government. Moreover, it has been found that the existing lands are enough to construct the new roads.

### **7.2 Existing Scenario of Proposed Roads:**

The sub project does not have any land acquisition or population displacement, as the subprojects will be constructed on existing alignment. However, to be in readiness in case the project has to tackle any land issues at a later stage (although unlikely), OP/BP4.12 on involuntary settlement has been triggered for the project. Although the populations in the sub projects area include tribal people, they are not affected in anyway by the project interventions. However, the World Bank's policy on indigenous Peoples (OP/BP4.10) has been triggered for the project. So, scenarios of key findings are attached in **Annex-1**.

### **7.3 Sub Projects Impact:**

It has confirmed that the construction of sub projects will not be required any land, not affected any structure, Trees and community property, details brief in below;

#### **7.3.1 Land Requirement:**

It has revealed that the proposed sub-projects will implement on existing alignment which is exclusively government land. Therefore, no question of land acquisition or resettlement and no question of relocation of any affected people to implement the sub-Projects.

#### **7.3.2 Impact on Structure:**

Any structures like homestead, mosque, temple, historical and cultural establishments, business premises, or private infrastructure will not be affected partially or entirely for the sub-projects implementation. Therefore, population displacement will not be required for implementation of sub projects.

#### **7.3.3 Impact on Trees:**

No trees will be affected for implementation of these sub-projects.

#### **7.3.4 Effect of Squatters:**

The proposed sub-projects is implementing on existing vacant land and alignment, which ownership exclusively for Government. Even, informal settlers and squatters are not living within the Right of Way (RoW).

#### **7.3.5 Tribal People:**

It has assessed through holding FGD that, no Tribal people (TP) in the catchment areas are found.

#### **7.3.6 Construction Yard:**

We have conducted necessary consultation with stakeholders regarding construction yard. It is confirm that the contractor will be used vacant government land as a construction yard during construction. In case contractor needs additional land for construction yard then he will arrange land from private owners as hire basis with payment. We will ensure valid documents regarding this matter.

#### **7.3.7 Road Connectivity & Feature Benefit:**

All the proposed roads will be connected with nearby existing BC road. The main target to construction the RCC/BC/HBB roads are to ease the communication system of rural peoples, so the people of respective territory can move easily from one place to another that will ultimately contribute to improve their living standard. Moreover, people can move easily with different hat-Bazar, Town, Mosque, Temple and other important places by saving time and cost.

#### **7.3.8 Impact Mitigation Measures**

Apart from the land required for the roads itself, more land is required for the new road construction sites for establishing the temporary facilities, such as contractor Labour shed; materials stack yard and store etc. In such cases contractor arrange land for temporary works from outside of the alignment. At the road sites where work will start soon, LGED will make sure the land is free and available, or the owners are adequately compensated in cases of private land being used, without subjecting them to undue influence or force. PMU will follow up the matter.



In addition, contractor make sure walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; sign posted and with adequate space.

## **8. Construction induced impact issues:**

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

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

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

### **8.1 Entitlement Matrix:**

Initially, the project expects that no person or organization will be affected as a result of the development of the sub-projects, but if anyone is affected, compensation will be provided through this entitlement matrix. By the cut-off date, all affected persons identified in the project-affected areas shall be entitled to compensation and rehabilitation measures for their affected property. A social cut-off date for non-title holders affected by road construction will be followed by AP's census timeframe, based on detailed measurement surveys. After the cut-off date those who occupy the sub-project area and construct the infrastructure will not be entitled to compensation or any other assistance. All entitlements will be given to the eligible family/shelter owner. Physically and economically displaced persons will be compensated before the commencement of civil work. Consistent with the project specific rehabilitation policy, the compensation and other entitlement policies are summarized in Tables 26 and 27 below;

### **8.2 Entitlement for DRP within the Camp:**

- Any land use within the camp for the construction or shifting/relocating the structures temporarily or permanently within the camp must require permission with the adjacent DRP/DRP communities/ IMO as well as CIC. It must be voluntary basis.
- Since the DRP is living within the camp and the camp land is provided by the government, the DRP is not entitled to any compensation for the land if it is required to be used during construction.
- If structures are required to shift during construction period with prior agreement from the affected DRP through consultation, project will be responsible to shift the structures/assets and reconstruction of the structures at new location with the cost of the providing organization serving in the camp.
- If any assets are damaged during the shifting the structures or assets, project will replace those assets with their own cost.
- If any community structures such as tube wells or toilets are affected, the project will replace those assets at their own cost. Before replacing the tube well or toilet, alternative toilet facilities shall be provided by the service provider or NGO in the camp area and the construction contractor in the host area.

### **8.3 Entitlement for the Host Communities:**

- LGED conducted necessary consultations with stakeholders regarding the construction yard. It has been confirmed that the contractor will use vacant government land as a construction yard during construction. The contractor needs additional land for construction yards and if no government land is

available, land can be rented from private land owners for a specified 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 released from the requisition (iii) damaged the cost to the property during period of requisition including the expenses that may have to be incurred for restoring to the original condition.

#### **9. Construction Yard and requisition of land (if required):**

The LGED has conducted necessary consultations with stakeholders regarding the construction yard. It has been confirmed that the contractor will use vacant government land as a construction yard during the Strengthening and widening of the road. In the event that, in case of contractor needs additional land for the construction yard and no government land are available, then land can be rented from the private landowners for a certain period following the principle of Acquisition and Requisition of Immovable Property Act 2017 (ARIPA). The Act requires compensation to be paid for: (i) vacating the requisitioned property (ii) reoccupying the property upon release from the requisition (iii) damaged, the cost to the property during the period of requisition including the expenses that may have to be incurred for restoring to the original condition.

Under the ARIPA 2017, The Deputy Commissioner (DC) determines the value of the requisitioned assets under section 22 (1) and 22 (2) with due consultation with the landowners. According to section 22(6), requisition is allowed only for 2 years. If land is required more than 2 years, a new contract is required with the land owners with an agreed compensation rate. Under section 23, DC will pay the compensation to the land owners. If the land requisitioned has standing crops cultivated by a tenant (Borgadar) under a legally constituted written agreement, the law requires that compensation money be paid in cash to the tenants as per the agreement. Under no circumstances, land requisition is not allowed due affecting residential and community properties. However, under section 20, requisition is only allowed for emergency road repairing. Any losses for structures, trees, and business will follow the provisions of ARIPA 2017.

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

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

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related need's goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights.
- Reduced pollution and GHG (Greenhouse gas) emissions
- Well connectivity with the existing road network will ensure.
- To improve trade and commerce facility.



- To reduce road accident and improve safety movement.
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of “life and death”, due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of these road peoples of this locality easily get the transports to move to the hospital without any trouble.
- The social team have been consulted the local peoples regarding direct and indirect employment generation opportunity pattern for both male and female at this area. The team has also focused the feature changes in creation of employment and generation of household income, thus to bring changes in socio-economic conditions of the people, family and society. Also develop level of awareness.
- Poverty Situation in Bangladesh and Poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The Government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure approach of social safety net.
- The World Bank has identified job creation as the country’s top development priority. To do so, Bangladesh will need to remove the barriers to higher growth posed by low access to reliable and affordable power, poor transportation infrastructure, limited availability of serviced land, 11uncertain and complex business regulation, rapid urbanization and vulnerability to climate change and natural disasters, among others. These sub projects will contribute to reduce the above barriers.
- Maximizing income-generating opportunities will be created for rural peoples in the project areas, particularly the poor and women, through the construction work as well as maintenance of the improved transport network. In connection that, during the project implementation period it is assuming that changes in employment generation in terms of direct and indirect employment caused by the project intervention.

## 11. Impact Mitigation Measures:

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

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

## 12. Consultation:

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

## 12.1 Project Stakeholders:

Local community, People of both side of the road, Rohingya People, Students, Guardians of the Schools, School Management Committee (SMC), Religious leader, Parent, teachers and, Implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, RRRC, CIC, LGED, DoE, BFD and local and international NGOs working with community.

## 12.2 Public Consultation:

Summary Results of public consultation for the implementation of the proposed sub-project will contribute to better socio-economic conditions and have a positive impact on the quality of life of local communities. Social opportunities that will have a positive impact are listed below;

- DRPs & host community will be able to get opportunity of easy movement.
- Government support system will be improved through implementation of the proposed sub-project.
- Easy movement will be ensured for the vulnerable sections of Rohingya people such as; Older people, PWD (Persons with disability), and children.
- More efficient and safer traffic system will be in place which will decreased travelling time, lower the transport cost, improved the traffic management, decreased the number of road accidents.
- Improvement of transport system and accessibility of the local community to important institutions; like; health department education institution, religious institutions, Government offices, local government offices etc.
- Improved road infrastructure with improved access in and out of the project area that will create effective connectivity with smaller settlements 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 produces.
- Employment opportunity will be created and income of local people will also be improved.

A total Seven (7) consultation meetings have been conducted with road users, beneficiaries and government-non governments and elected local government representatives such as Upazila Engineer, UNO office, Agriculture, Education, DPH representative, election commissioner office, fisheries office, Political leaders, elite persons, Imam of nearby mosque, transport drivers, local people, local businessmen, village Ansar/police and limited number of women's were attended in consultations. Total 55 numbers participants were attended in the consultation meeting shown in table -5. Several consultation meetings organized in different section of the sub project. In addition the social safeguard team of EMCRP has conducted a stakeholder consultation meeting at Upazila officer's club auditorium with an active participation of Upazila level government officials, local government and civil society's representative. They attended the consultation in deferent places and provided their valuable opinions /suggestions/feedbacks incorporated in the report. Females are very reluctant to attend in a public consultation due to conservative mentality. Category wise participants list with date, summery of consultation/FGD outcomes are mentioned in below table;

**Table: 5: Summary of Consultation Meetings/ FGDs participant's number**

No.	Date	Main Participant Groups	No. of Participants	
			Male	Female
1	23/01/2020	UNHCR	5	1
2	17/03/2020	IMO, RRRC & UNHCR	5	2
3	22/03/2020	Union Parishad Chairman & members)	20	5
4	23/03/2020	Local Stakeholders (Host Communities)	17	-
Total			47	8

**Table: 6: Summary of Consultation Outcomes**

Issues	Questions Raised by	Opinion and Questions	Reply from LGED
Compensation	Local Public Representative, Government Officials, Traders and Community	Have any compensation provision if affected any assets by the project?	Yes, if affected any assets, LGED will take necessary steps for compensation based on RPF, WB operational procedure and relevant Government Rules and Regulations (ARIPA-2017).
Vulnerable HHs/severely affected HHs	Local Public Representative, Government Officials, Traders and Community	Have Vulnerable HHs and HHs along the alignment?	If vulnerable HHs are identified, contractors will engage them as unskilled labor during construction if they wanted to.
Grievance redress committee	Local Public Representative, Government Officials, Traders and Community	If we have any grievances, what are the processes to raise the grievances?	LGED formed and establish well Grievance Management Procedures by GRC to resolve sub project related grievances if arise. People can entries their grievances by written in a register book preserved in Upazila Engineer's office and construction sites.
Structure	Local Public Representative & Government Officials	Any structure will affect?	Open space and old Jetty have been seen during the screening north side of the proposed spot. However, if any structure is identified as damaged and affected due to construction work, compensation will be paid by the contractor.
Land	Local Public Representative & Government Officials	Any additional land will be required?	Sub-project will be implemented in existing government places. So, no additional land will be required for Jetty. Additional land may be required for the construction yard as agreed with local administrant and Local government and contractor or to take lease under section 21 (1), 21 (2)& 1 (6) as per Act, ARIPA 2017
Livelihood	Local Public Representative, Government Officials, Traders and Community	Livelihood will be hampered?	Livelihood will not be hampered.
CPR	Local Public representative, Government Officials, Traders and Community	Any community properties will affect? or if affected what sort of mitigation measures will take by LGED	Mosque, temple, historical and cultural establishments will not be affected partially or entirely for the sub-project's implementation.
Trees	Local Public Representative, Government Officials, Traders and Community	Any Trees will affect?	Project will avoid cutting any trees. If trees are requiring to cut-off (some small perabon trees may be cut off) and no need any compensation for this purpose as per guidelines of RPF.
Wage loss	Local Public Representative, Government Officials, Traders and Community	Are there any Job opportunities for the daily labor?	Yes, job opportunities will be created for local skill and unskilled labor during construction of Jetty.

Safety of the construction work	Local Public Representative, Government Officials, Traders and Community	During construction work accident may occur, have any plan to mitigate these issues.	Yes, safety of the construction work will be maintained strictly. Before start work, contractor will arrange a safety related orientation for staff and local community.
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#### **The Key Outputs Of Stakeholder Consultation Meeting Are:**

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

All subprojects identified and designed through disclosure of information to the community, consultation with local peoples and documentation of feedback for review and consideration. The process of disclosure, consultation and feedback has been presented in this report. Picture and attendance sheet of consultation are presented in **Annex-1, 2 &10**.

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

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations meeting with local stakeholders, implementing contractors need to hire skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 50 Labors (skill-13 and unskilled-37) may be generated during construction work for the sub projects at least 270 active working days (see table -4 no of labor and total active working man days). Based on public consultations it has been reported that women's participation in construction work is very limited. Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers.

Contractor's area in each site is a combination of the working area surrounding the construction site, material stacking and storing area, labors shed and the office area. Either whole or a major portion of this area shall be just at the construction site for easily handling the labor. Strict instructions have been given to all the contractors to keep their working areas and stacking areas free of garbage, debris and wastes, and

free of dust for ongoing EMCRP work areas. They have been held responsible to keep all bulk construction materials such as stone chips, sand, steel etc. covered with plastic sheet.

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

**Table No 7: Number of Labor and Total Active Working Days**

Sl #	Name of Subproject	Package & Road ID No.	Total Length (Km)	Tentative Per day labor (No)			Days	Total active working days
				Skill	Unskilled	Total		
Road Work Package: EMCRP/W13								
1	Improvement of Shafi Ullah Ghata Rohingya Camp Road by HBB from Ch.00-560m.	Package Number: EMCRP/13.2 & Road ID: Not Applicable	0.560	3	7	10	270	2700
2	Improvement of Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Road by BC Ch.00-2275m.	Package Number: EMCRP/13.3 & Road ID: 422945093	2.775	5	15	20	270	5400
3	Improvement of Thainkhali to Baddagona Road to Tanjimarkhola Road by BC Ch.00-640m.	Package Number: EMCRP/13.5 & Road ID: 422945094	0.640	3	7	10	270	2700
Road Work Package: EMCRP/W14								
4	Improvement of Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road by HBB Ch.00-790m.	Package Number: EMCRP/14.2 & Road ID: Not Applicable	0.790	5	15	20	270	5400
5	Improvement of Nhila R&H Jadimura RNGPS to Ahamed’s House Road by HBB from ch.00-625m.	Package Number: EMCRP/14.5 & Road ID: 422905220	0.625	3	7	10	270	2700
Grand Total =			5.39	19	51	70	270	18900

#### 14. 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;




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


**Precautions to prevent COVID-19**  
করোনা ভাইরাসে প্রতিরোধে করণীয়

# Coronavirus


**STAY SAFE SAVE LIVES**




Keep your distance




Cough or sneeze into your elbow, or a tissue and dispose in a bin




Don't touch your face



Wash your hands well and often



Download the StopCOVID NI app



You must use face coverings in enclosed spaces like shops, healthcare settings and on public transport

## 15. Traffic Management:

During the construction of road, alternative roads need to be constructed for ease of movement for pedestrians, vehicle riders and local people. The contractor will provide alternative roads to ensure smooth and uninterrupted traffic movement by providing a traffic officer in each subproject they will use traffic signs during construction work. The cost of alternative way is included in BOQ.

## 16. Monitoring System:

LGED is overall responsible for the project implementation, through the PMU, including the Upazila

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

## 17. Grievance Redress:

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

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

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

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

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

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

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

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

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

**Fourth Level (National Level):** Fourth Level (National Level): If a grievance remains unsolved at district level,



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

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

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

#### 18. Positive impacts by the sub-project:

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

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

#### 19. Social Management Plan (SMP):

Based on consultation, a Social Management Plan (SMP) for Improvement of road Pkg-13&14 at Ukhiya and Teknaf 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/subject-specific mitigation plans are given below;

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
Loss of land/and other physical assets	<ul style="list-style-type: none"> <li>• No land acquisition will be required as road will be improved on existing alignment which entirely Government land.</li> </ul>	Pre-Constructi on stage	PIU	Social Development Specialist, Environment

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
	<ul style="list-style-type: none"> <li>No additional land will be required to construct the roads.</li> <li>The Local community has agreed to provide space beside the road keep the construction materials during construction work.</li> <li>There is no physical asset affected by the intervention of sub- projects/roads. LGED expecting no grievances will be found from the neighboring in the sub projects regarding acquisition. If we found grievance from outside of the sub project, we will consult on emergency basis in order to solve the relevant problems.</li> </ul>			al Specialist and Gender Specialist of PIU and D&SC
Loss of livelihood	<ul style="list-style-type: none"> <li>Due to Rohingya influx, host communities' daily income may be reduced severely (Not affected by proposed Sub-project). Contractor need to engage local labor as priority (both skilled and unskilled) at their construction work as good number of unskilled workers would be required.</li> <li>Woman labor shall get priority at the time of labor recruitment.</li> <li>During construction work social safeguard compliance will be maintained properly by the contractor.</li> </ul>	Pre-Constructi on stage	PIU & Contractor	Social Development Specialist, Environment al Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of Business	<ul style="list-style-type: none"> <li>Based on Social Screening no business will be affected. Cash compensation equivalent replacement value of structure (or part of structure) will be compensated in case of affected.</li> </ul>	Pre-Constructi on stage	PIU & Contractor	Social Team and PIU
If residential Households are Affected?	Based on Social Screening no residence will be affected. Project avoided land acquisition from the beginning if any residential structures of the squatters Identified then Project will be compensated for shifting the house in another government vacant land or alternative.	Pre-Constructi on stage	PIU & Contractor	
If any Squatters are Affected?	Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies.	Pre-Constructi on stage	PIU & Contractor	
Loss of Trees	<ul style="list-style-type: none"> <li>Based on Social Screening no trees will be affected. If affected, cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years.</li> <li>Cash compensation equivalent to prevailing market price of timber for non-fruit trees.</li> </ul>	Pre-Constructi on stage	PIU & Contractor	

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
Stakeholders Engagement	<ul style="list-style-type: none"> <li>All the project stakeholders have consulted and separate community level consultation meeting have been conducted. No HH will be affected.</li> <li>All the safeguard documents will be disclosed to all the relevant stakeholders before the start construction works.</li> <li>Local people must be consulted before the construction work start</li> <li>All the stakeholders have been informed about the GRM and to be ensured their membership as a member of GRC where necessary.</li> </ul>	Pre-Constructi on stage	PIU & Contractor	Social Development Specialist, Environment al Specialist and Gender Specialist of PIU, PSC and D&SC
Loss of right to access induced impacts.	<ul style="list-style-type: none"> <li>In case of unavoidable circumstances, alternative access will be provided.</li> <li>Mitigation measures will be taken at the satisfactory level after discussion with communities.</li> </ul>	Pre-Constructi on stage	PIU	Social Development Specialist, Environment al Specialist and Gender Specialist of PIU, PSC and D&SC
Site Selection & implementing interventions: Human-elephant conflict	<ul style="list-style-type: none"> <li>Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.</li> <li>Elephant Human conflict will be avoided.</li> <li>In some cases, protection wall/guide wall will be ensured to construct the road.</li> </ul>	Pre-Constructi on stage	PIU	Social Development Specialist, Environment al Specialist and Gender Specialist of PIU, PSC and D&SC
Site Preparation: Soil Erosion; Alteration of natural drainage	<ul style="list-style-type: none"> <li>Construction facilities including material are to be placed at least 30 meters away from any water body in order to minimize impacts on water bodies and natural flow paths.</li> <li>Any disruption of socially sensitive areas with regard to human habitation and areas of cultural significance will be avoided.</li> <li>Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values.</li> <li>Minimize cut &amp; fill operations, the site clearing and grubbing operations will be limited to specific locations only.</li> </ul>	Pre-Constructi on stage	PIU	Social Development Specialist, Environment al Specialist and Gender Specialist 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"> <li>The contractor shall ensure that site preparation activities do not lead to disruption of activities of the local residents.</li> </ul>			
Safety Issues	<ul style="list-style-type: none"> <li>An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured.</li> <li>Health and safety training will be ensured to the community.</li> <li>Child labors are not allowed for any form of activities</li> <li>Site(s) shall be secured by fencing and by fencing and ridge (if needed). Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all work place equipment.</li> <li>Must be ensured immediately testing for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&amp;SC and PMU.</li> </ul>	Constructi on stage	Construction Contractor	
Traffic Management	<ul style="list-style-type: none"> <li>Traffic management plan (TMP) will be developed by construction contractors.</li> <li>Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific indication will be in the TMP where parking lot will be established and how it will be managed.</li> <li>Adequate arrangement will be in TMP for reducing inconveniences of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</li> <li>Adequate alternative arrangements to be made to minimize impact on motorist and pedestrians.</li> <li>Adequate road signs to be planted on access roads to limit vehicular speeds.</li> <li>Construct properly designed speed ramps on access roads.</li> <li>Traffic signs will be both in Bangla and English language.</li> </ul>	Constructi on stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
Increase in diversion road accidents	<ul style="list-style-type: none"> <li>The contractor will prepare response plan to accidents, he will ensure the victim to receive quick treatment.</li> <li>The movement of heavy machinery and equipment shall be restricted to defined routes.</li> <li>Proper signs to be displayed at diversion.</li> <li>Road diversions and closures to be informed well in advance to the local community.</li> <li>Local community will be trained traffic management and awareness.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Quality construction work of the RCC road	<ul style="list-style-type: none"> <li>Respected community deserving quality construction works (side by side with the construction engineers and Design and Supervision Consultant).</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist and D&SC
Safety during construction of the RCC/BC/HBB roads	<ul style="list-style-type: none"> <li>Awareness building program will be taken on social safety matters through providing training from the project before commencement.</li> <li>At the same time, compliance will be ensured by the contractors.</li> </ul>	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"> <li>Construction hosts shall have adequate drinking water facility by ensuring water filter, water sealed latrines, urinals and appropriate bathing facilities.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Noise from construction works	<ul style="list-style-type: none"> <li>Construction activity shall be restricted to daytime as far as possible to avoid noise and sound pollution.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Followed PPE	<ul style="list-style-type: none"> <li>Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas.</li> </ul>	Construction stage	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Labour Base Host: Conflicts with the local residents	<ul style="list-style-type: none"> <li>An alternate arrangement for fuel wood, heating and cooking should be arranged for the labors at labor camp.</li> <li>Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>Work force shall be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> </ul>	Construction stage	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC

Potential Social impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
	<ul style="list-style-type: none"> <li>• Treated water will be made available at site for labour drinking purpose.</li> <li>• Adequate accommodation arrangements for labour and code of conduct to be disclosed through consultation and FGD.</li> </ul>			
Health & Safety Risks	<ul style="list-style-type: none"> <li>• The potential for exposure to safety events such as tripping, working at height activities, fire from hot works, smoking, failure in electrical installation, mobile plant and vehicles, and electrical shocks.</li> <li>• Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis.</li> <li>• All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>• The risk assessment shall be prepared and communicated prior to the commencement of work for all types of work activities on site.</li> <li>• Provide signposted and with adequate lighting for diversion road or temporary road.</li> <li>• Signposts clearly mention any slippery areas of diversion.</li> <li>• Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> <li>• Set up a system to alert workers on site. This may be temporary or permanent mains operated fire alarm.</li> <li>• Fire extinguishers will be located at identified fire points around the site. The extinguishers shall be appropriate to the nature of the potential fire.</li> <li>• Establish and communicate emergency response plan (ERP) with all parties, the ERP to consider such things as specific foreseeable emergency situations, organizational roles and authorities, responsibilities and expertise, emergency response and evacuation procedure, in addition to training for personnel and drills to test the plan.</li> </ul>	Construction phase	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D & SC

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

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



Potential Social impacts/ Issues	Proposed Mitigation Measures	Project Stage	Institutional responsibility	Supervision Responsibility
		after the construction)		

## 20. Relocation Arrangement: DRP and Host:

This chapter discusses who will be responsible and how relocation assistance will be provided to affected DRP camp people and host communities. Road improvement projects that are intended to benefit the general public sometimes require new right-of-way, which can result in the displacement and relocation of residents and other assets, with relocation impacts being the most sensitive of the community-related impacts associated with road improvements. Because they can change the relationship between people and their homes and neighbors. It is the policy of governments and donors that displaced persons shall not be unnecessarily harmed by programs designed to benefit the public as a whole. The summary shall be both easy to understand for the community and as specific as possible so that affected people can clearly see how they may be affected and affected by the project.

Residential Relocation Impacts the severity of displacement impacts are often related to demographic characteristics. If a person is highly mobile and has had a history of changing residences frequently, the impact may be only a minor inconvenience. Families of school age children may consider relocation especially disruptive if school relocation is involved. People with disabilities and those who do not have automobile transport often have special transfer problems. Residential relocations have physical, financial, and psychological effects. However, the following process will be applied for DRP people and the Host Community;

### 20.1 Relocation Arrangement in DRP:

Under the circumstances it has clearly mentioned that in DRP camp relocation process will be undertaken by national and international organization whose are providing shelter/residential and other logistic support for the DRP peoples and would continuing to do so. In case of damage any household goods or device during the transfer of responsible/service provider will ensure the payment as against the loss. IMO will be over see the whole activities under the administrative permission and control of CiC in DRP camp. All activities will be coordinated by the Refugee, Relief and Repatriation Commissioner (RRRC).

The Refugee Cell and Camp-in-Charges/Refugee Relief and Repatriation Commission (RRRC) will be ensured administrative support for those service provider and agencies by coordinating day-to-day activities. One government structure like BREB electric pole will replace and cost will bear by service provider agencies or concern departments individually. The decision has been made by the project that, the following National & International agency and nominated INGO will be ensured the relocation process for the EMCRP only in DRP camp;

#### Coordination/Site management Support Agencies

SL	Sub project Pkg. Number	Camp No	Number of Shelter Affected	Area Focal Agencies	Site management Organization	Wash Sector Management
1	13.2	16	2	IOM	DRC	DPHE
2	14.2	14	7	IOM	CARE	BRAC, ACF and WFP
3		16		IOM	CARE	PHD
4		19		IOM	IOM	IOM
5	14.5	27	1	UNHCR	BRAC	BRAC, OXFAM

### **20.2 Relocation Arrangement in Host Community:**

Based on the social Screening survey, there is no significant, loss and displacement effect in the host community and they themselves have the capacity to re-establish the damaged structures in new locations. SO, no relocation is required.

### **20.3 Coordination:**

The Project will utilize existing arrangements of the GoB with all implementation coordinated through the existing government mechanism. An inter-agency on project activities will coordinate field-level work with RRRC, ISCG and implementing agencies of LGED.

### **20.4 Social Implication of Subprojects without Land Acquisition:**

The rural accessibility in the project area is very poor. The backward local transport system is one of the main barriers to receive health care facilities and other services. Improvement of the sub projects will improve mobility of the local people, men and women augmenting path the socioeconomic condition of the areas. Increased rural accessibility will help to reduce poverty and thus it will uphold the living standard of project beneficiaries. Improved rural transport will reduce transport costs both passenger and cargo freight, increase market access for agricultural products, increase participation of women in income generating activities, better health care services etc.

Most of the adverse social impacts of road development can be attributed to land acquisition and population displacement for construction of civil works. All sub-projects under Package-13 and 14 will not require acquisition of private land for development. However, some of these sub-projects may involve partial relocation of roadside land occupiers to their secondary structures. Occupiers of roadside land should return their structures to their own land and ensure financial compensation to remove their structures temporarily or permanently as per Bank policy.

### **20.5 Measures to Minimize Impacts:**

The civil works for the improvement of the sub-project will mainly be carried out on the existing available government land. LGED is considering alignment of rural roads to adjust the existing standard of acquisition, avoiding displacement of population to the extent possible. However, in unavoidable circumstances, encroachers allow removal with compensation only occupying the reserved narrow strip of the existing road. Adequate time will be given to the affected occupants of the road reserve and assured of compensation to relocate and reconstruct their structures at alternative locations. Beneficiary participation will be ensured through consultations to understand their views on project interventions and rehabilitation of project-affected persons. A lump sum amount has been kept to address such kind of impact.

### **20.6 Approval and Information Disclosure:**

A copy of the Social assessment Report will be disclosed on WB's website as well as on the website of the executing agency (LGED) once concurrence is received from the World Bank.

## **21. Recommendations:**

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

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

Issues of social safety are important during the construction period. Before starting construction work of

the sub project, the stakeholders to be engaged for the construction of road will undergo a short orientation course (to be organized by the contractor) on necessary awareness, motivation and compliance of their assigned responsibilities properly.

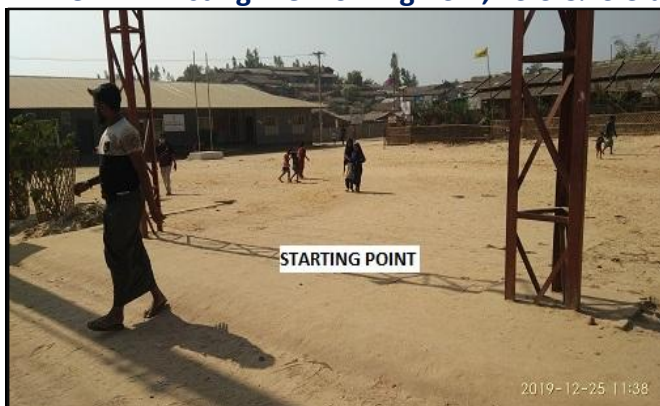
## **22. Conclusions:**

Land acquisition will not be required for improvement of the sub projects. Furthermore, issues of relocation and population displacement are also not expected to arise during the construction of the sub projects. The proposed roads will be implemented on government land within sufficient existing Right of Way (RoW) which is enough for implementation of the proposed sub projects. A Management Plan has been prepared for mitigation of problems if arise during the construction period. Additionally, the proposed sub project is not expected to affect any community/Common property/cultural center /archeological properties. Hence, sub-project implementation is not expected to generate any significant negative social impacts.

The social benefits of this sub-project are diverse. Through the implementation of the sub project, direct and indirect employment will be generated through the engagement of construction work, which will positively impact the local community and national economy. The project will also require a good number of unskilled workers that will also be taken from the local community which also contribute to the local economy. People are expected to introduce modern health facilities for all the living habitant's specially disadvantaged people such as women, PWD (Persons with Disability), children, the elderly, pregnant women and other vulnerable groups of the society as well as DRP people. All these factors have incremental value on socio-economic aspects as well as the local economy. Therefore, implementation of the proposed sub-project is safely and highly recommended.



# Annex- 1: Existing View of Pkg-13.2, 13.3 &13.5 and Pkg-14.2 &14.5



Shafi Ullah Ghata Rohingya Camp Road under Pkg-13.2



Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Road under Pkg-13.3

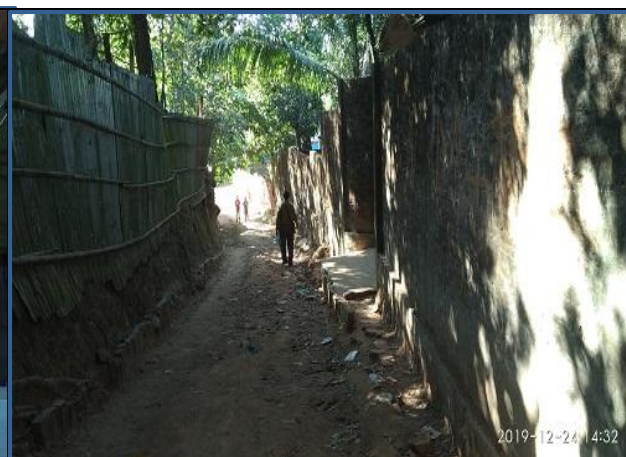


Thainkhali to Baddagona Road to Tanjimarkhola Road under Pkg-13.5



Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road under Pkg-14.2





Nhila R&H Jadimura RNGPS to Ahamed's House Road under Pkg-14.5

**Annex-2: Consultation Meeting with Stakeholders of Pkg-13.2, 13.3 &13.5 and Pkg-14.2 &14.5**



Shafi Ullah Ghata Rohingya Camp Road under Pkg-13.2



Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Road under Pkg-13.3





Thainkhali to Baddagona Road to Tanjimarkhola Road under Pkg-13.5



Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road under Pkg-14.2



Nhila R&H Jadimura RNGPS to Ahamed's House Road under Pkg-14.5

**Annex-03: Social Screening of Shafi Ullah Ghata Rohingya Camp Road**  
**Local Government Engineering Department (LGED)**  
**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)**  
**Social Screening of Sub-Project (Filled Form)**

**Section A: Sub-Project Overview**

**Description of sub-project/component interventions:**

One Earthen Road will be improved under the proposed sub-project (Improvement of Shafi Ullah Ghata Rohingya Camp Road by HBB from Ch.00-560m). It will be improved on existing alignment which is situated at Palongkhali union, ward no.-05, Village- Shafi Ullah Ghata, Mouza- Mosa Khola in Ukhiya Upazila of Cox's Bazar District. This road has a starting point near to Camp in Charge (CIC) Office of camp-16 and adjacent to Cox's bazar-Teknaf R&H Road stretching 560 meters from east to west connecting with Mocha khola road. This road establishes connect with camp 15 and camp 16. Present condition of the road can be categorized as 'Earthen Road'.

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

Directions	Features
North	CIC Office, Camp-16 (40m), Rohingya Shop (10m), U-Drain (05m)
South	Play Ground (50m), U-Drain (05m), small Hills (100m)
East	U-Drain (05m), Rohingya Households (10m), Mosque (20m)
West	U-Drain (05m), Rohingya Household (10m), Learning Centre, BRAC (30m)

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:**

Shafi Ullah Ghata Rohingya Camp Road is situated at Palongkhali Union, ward no.-05, Mouza-Mosa Khola in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21° 9' 25" N, Longitude Value: 92° 9' 8" E. Ending point GPS Coordinates: Latitude Value: 21° 9' 26" N, Longitude Value: 92° 8' 58" E. The Sub-Project is categorized as a village road and construction with Herring Brick Bond (HBB) options. For drainage of rain water 04 no. of Cross Drain (Size: 750mmX 750mm) at 7m, 40m, 308m, and 366m of chainage, 02 no. of Box Culverts (Size: 2.00m X1.50m) at 415m and 435m of chainage, L-Drain at 130m-176m of chainage and U-Drain at 40m-130m & 176m-308m of chainage will be constructed as well as for road safety work.

. Important Features of Sub-project Location	
Road ID	Not Applicable
Package No:	EMCRP/W13.02
Road Type	Village Road
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	05
Proposed Chainage	560m
Distance from Upazila Head quarter	20.00 Km
Distance from Marine Drive	12.00 Km
Present Condition of Road	Bad Earthen
Road Type	Village Road
Proposed Intervention Type	Herring Brick Bond (HBB)
Road Starting Point Coordinates	Latitude Value: 21° 9' 25" N

		Longitude Value: 92° 9' 8" E	
	Road Ending Point Coordinates	Latitude Value: 21° 9' 26" N Longitude Value: 92° 8' 58" 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:** In this proposed sub-project, there is no historical and Archeological structure. In consultation meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that will not be affected anyway by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 3 will be skilled and 7 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the no skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Unskilled labor is available in the proposed project area; So, they can serve the purpose of skill labor by receiving skilled training by the contractor within a reasonable time frame to meet project requirements.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><b>Answer:</b> Most of the workforces expected to be hired from local community, they will work from their own residence and they do not have required for accommodation inside the construction site. But some skilled labor coming from outside of the project site, they need to have a temporary shed for accommodation for construction period. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area are near about 1482. Both are Male 51.50% and Female 48.50%. Total Households-247.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> The size of host Rohingya community in the project area are near about 21838. Male- 10497 and Female- 11341. The total number of families are near about 4889.</p>



	<p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> The frequency and extent of contact between the local community and outsiders are available and good.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing 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><b>Answer:</b> one year 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><b>Answer:</b> Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made 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><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p>

	<b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.
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## Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
<b>Involuntary Acquisition of Land/ Land Donation/ Land Taking</b>				
1. Will there be any land acquisition?		√		No land will be required to intend Proposed Herring Brick Bond (HBB) road construction.
2. Is the site for land taking known?	√			Herring Brick Bond (HBB) 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 entire part of the road is 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.
16. 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 Herring Brick Bond (HBB) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	√			No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.

12. Will access to land and resources owned communally or by the state be restricted?		V		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [V] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? <b>Answer:</b> There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• 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.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>				
18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. <b>Answer:</b> The project authority conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below; <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodities due road</li> </ul>				

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 local people can cast their vote due to improved communication system.
- Attendance rate of school going children will be increased as well as enrollment rate.
- More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenarios will be changed.
- The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are improved at a time.
- All connecting road and culvert within the catchment area of road need to construct above flood level standard.

#### Annex-4: Social Screening of Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp Pkg-W13.03)

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

#### Section A: Sub-Project Overview

##### Description of sub-project/component interventions:

One BFS Road will be improved under the proposed sub-project (Improvement Thainkhali Gonarpara to Tanjimarkhola Road to Tanjimarkhola Camp by Bituminous Carpeting (BC) from Ch.00-2775m). It will be improved on existing alignment which is situated at Palongkhali union, ward no.-01, Village- Thainkhali Gonarpara in Ukhiya Upazila of Cox's Bazar District. The proposed Sub-project will connect with Telkhola Road where Camp number 12, 13, 14 and 19 is connected. Starting point of the road is from Thainkhali Bazar Graveyard. The whole length is in Gunarpara area. The area holds mostly locals however DRP community is also present in moderate amount. Present condition of the road can be categorized as 'Broken Brick Flat Soling (BFS)'.

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

Directions	Features
North	DRP Settlement, Hill, wet land, open field, earthen drain, Hill, Electric Pole, Drain made with Bamboo
South	DRP Settlement, Hill, Paddy land, Fish enclosure
East	DRP Settlement, Drain, earthen drain, paddy field, vegetable yard, bamboo fence, Guide wall, Madrasa, tin made fence, hill, bamboo fence
West	DRP Settlement, hill, earthen road, tin made fence, brick wall, connection house road to right

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:

Thainkhali Gonarpara to Tanjimarkhola Camp Road is situated at Palongkhali Union, ward no.-01, Village-Thainkhali Gonarpara in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21°10'22.5" N & Longitude Value: 92°09' 18.9" E. Ending point GPS Coordinates: Latitude Value: 21°10'52" N & Longitude Value: 92°08' 47.1" E. The Sub-Project is categorized as a village road-A and construction with Herring Brick Bond (HBB) options. For drainage of rain water 17 numbers of Cross Drain (Size: 750mmX 750mm) at different chainage and 4 numbers of Box Culvert of different sizes. To accommodate mountain steep water drainage passage during rainy season, 1437 meters L-Drain and 374 meters U-Drain at different chainage has been included in the estimation. Due to the low land in different chainage of the road 1327-meter Brick Palisading and 61 meters Retaining wall has been included. As well as, for road safety Km Post, Guide post & Name Plate has been included in the estimation.

Important Features of Sub-project Location	
Road ID	422945093
Package Number	EMCRP/W13.03
Road Type	Village Road-A
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	01
Proposed Chainage	2775m
Distance from Upazila Head quarter	19.00 Km
Distance from Marine Drive	12.00 Km
Present Condition of Road	Broken Brick Flat Soling (BFS)
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°10'22.5" N Longitude Value: 92°09' 18.9" E
Road Ending Point Coordinates	Latitude Value: 21°10'52" N Longitude Value: 92°08' 47.1" 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:** In this proposed sub-project, there is no historical and Archeological structure. In consultation meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that will not be affected anyway by the construction work. The proposed sub-project was finalized through effective consultation of local community, Local Government Representatives and Concerned LGED officials.

### Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p><b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 5 will be skilled and 15 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p><b>Answer:</b> Yes, majority portion of workforce will be hired from the local</p>

	<p>work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p><b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the non-skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p><b>Answer:</b> Unskilled labor is available in the proposed project area; So, they can serve the purpose of skill labor by receiving skilled training by the contractor within a reasonable time frame to meet project requirements.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p><b>Answer:</b> Most of the workforces expected to be hired from local community, they will work from their own residence and they do not have required for accommodation inside the construction site. But some skilled labor coming from outside of the project site, they need to have a temporary shed for accommodation for construction period. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p><b>Answer:</b> The size of local population in the project area are near about 8562. Both are Male 51.25% and Female 48.750%. Total Households-1427.</p> <p>✓ What is the size of the host Rohingya community?</p> <p><b>Answer:</b> The size of host Rohingya community in the project area are near about 18352. Male- 8590 and Female- 9762. The total number of families are near about 3675.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p><b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union and Upazila for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p><b>Answer:</b> The frequency and extent of contact between the local community and out siders are available and good.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
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	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there</p>

interaction with the local community could create adverse impacts?	<p>is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing 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><b>Answer:</b> one year 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><b>Answer:</b> Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made 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><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed Bituminous Carpeting (BC) road 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 entire part of 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.
16. 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.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] 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				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				

<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p><b>Answer:</b> 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><b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p><b>Answer:</b></p> <p>There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• 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.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>
<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><b>Answer:</b> The project authority conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> <li>• The FGD results confirmed that decision of road construction will increase the sense of security of the communities.</li> <li>• Peasant and producer of the catchment area will get fair price of their commodities due road construction.</li> <li>• Transportation system will be easier which will save the time of community people as well as extra hassle.</li> <li>• Local industry will be flourished.</li> <li>• Land value will be increased</li> <li>• Upazila and district level Hospital will be connected to local community that will ensure their improved health facility.</li> <li>• Voter of the local people can cast their vote due to improved communication system.</li> <li>• Attendance rate of school going children will be increased as well as enrollment rate.</li> <li>• 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.</li> <li>• 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.</li> <li>• All connecting road and culvert within the catchment area of road need to construct above flood level standard.</li> </ul>

**Local Government Engineering Department (LGED)**

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

**Social Screening of Sub-Project (Filled Form)****Section A: Sub-Project Overview****Description of sub-project/component interventions:**

One Broken BFS & Broken HBB Road will be improved under the proposed sub-project (Improvement Thainkhali to Baddagona Road to Tanjimarkhola Camp Road by Bituminous Carpeting (BC) from Ch.00-640m). It will be improved on existing alignment which is situated at Palongkhali union, ward no.-04, Mouza-Balukhali, Village-Moynaghona & Thainkhali in Ukhiya Upazila of Cox's Bazar District. The Sub-Project is categorized as a village Road-B. This sub-project has started from Baidyaghona Army camp to Thainkhali Gonarpara road which connected with Rohingya camp no. 13 & 19. Present condition of the road can be categorized as 'Broken Brick Flat Soling (BFS) & Broken Herring Brick Bond (HBB).

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

Directions	Features
North	Shop, U drain, hill (high land), electric pole, tree, households, local bazar
South	Guide wall, shops, playground, drain (kaccha), paddy land, DRP households, mosque,
East	Paddy land, boundary pole, electric pole, drain, marshland
West	Playground, DRP households, local people household, temple, canal, bamboo fencing, vegetables field, homestead garden, marshland

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:**

Thainkhali to Baddagona Road to Tanjimarkhola Camp Road is situated at Palongkhali Union, ward no.-04, Mouza-Balukhali, Village-Moynaghona & Thainkhali in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21°10'39.1" N & Longitude Value: 92°9'21.2" E. Ending point GPS Coordinates: Latitude Value: 21°10'39.3" N & Longitude Value: 92°9'1.8" E. The Sub-Project is categorized as a village road and construction with Herring Brick Bond (HBB) options. For drainage of rain water 5 nos. Cross Drain (Size: 750mmX 750mm, Ch: 10m, 42m, 198m, 500m, 580m) and Box Culverts 2nos. (Size:2.00mX1.50m, Ch: 245m, 635m) and 1no. (Size: 3.00mX2.50m, Ch: 420m), for mountain eel water drainage during rainy season 236 m L-Drain at different chainage has been included in the estimation. Due to the low land in different chainage of the road 528m Brick Palisading wall as well as for road safety Km Post, Guide post & Name Plate has been included in the estimation.

Important Features of Sub-project Location	
Road ID	422945094
Package No:	EMCRP/W13.05
Road Type	Village Road-B
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	04
Mouza	Balukhali
Village	Moynaghona & Thainkhali
Proposed Chainage	640m

Distance from Upazila Head quarter	17.00 Km
Distance from Marine Drive	10.00 Km
Present Condition of Road	Broken Brick Flat Soling (BFS) & Broken Herring Brick Bond (HBB)
Proposed Intervention Type	Bituminous Carpeting (BC)
Road Starting Point Coordinates	Latitude Value: 21°10'39.1" N Longitude Value: 92°9'21.2" E
Road Ending Point Coordinates	Latitude Value: 21°10'39.3" N Longitude Value: 92°9'1.8" 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:** In this proposed sub-project, there is no historical and Archeological structure. In consultation meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that will not be affected anyway by the construction work. 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? <b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 3 will be skilled and 7 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce? <b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce? <b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the non-skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</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? <b>Answer:</b> Unskilled labor is available in the proposed project area; So, they can serve the purpose of skill labor by receiving skilled training by the contractor within a reasonable time frame to meet project requirements.</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? <b>Answer:</b> Most of the workforces expected to be hired from local community, they will work from their own residence and they do not have required for accommodation inside the construction site. But some skilled labor coming from outside of the project site, they need to have a temporary shed for accommodation for construction period. The size of</p>

	workers shed will depend on the number of outside laborers.
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area are near about 822. Both are Male 51.00% and Female 49.00%. Total Households-166.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> The size of host Rohingya community in the project area are near about 5382. Male- 2557 and Female- 2825. The total number of families are near about 1088.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union and Upazila 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?  <b>Answer:</b> The frequency and extent of contact between the local community and out siders are available and good.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?  <b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?  <b>Answer:</b> 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?  <b>Answer:</b> one year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?  <b>Answer:</b> Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?  <b>Answer:</b> Project authority has made consultation several times with local</p>

	<p>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><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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## Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed Bituminous Carpeting (BC) road 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 Brick Flat Soling (BFS) & 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		✓		It is clearly revealed that income sources

and means of livelihoods due to land acquisition?				and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		V		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?		V		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		V		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [V] No [ ] Yes If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [V ] No [ ] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [V] No [ ] Yes				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? <b>Answer:</b> There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• 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.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>				
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 conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their 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 local 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 Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road under Pkg-W14.02)**

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

**Section A: Sub-Project Overview**

**Description of sub-project/component interventions:**

One Broken BFS Road will be improved under the proposed sub-project {Improvement Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road by HBB from Ch.00-790m.} It will be improved on existing alignment which is situated at Palongkhali union, ward no.-05, Mouza- Thainkhali, Village-Hakimpara in Ukhiya Upazila of Cox's Bazar District. The Sub-Project is categorized as a village Road. This proposed Road starts from Arakan Road and ends at Hakimpara Rohingya camp road. Tree garden, hill slope, ACF office, a learning center, YPSA ware house and some dispersed Rohingya settlements are located within first 300m chainage, and adjacent to the road. CIC office is located at 700m chainage, an army post is also located nearby. Present condition of the road can be categorized as 'Broken Brick Flat Soling (BFS).

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

Directions	Features
North	Rohingya settlement, hill
South	Rohingya settlement, shop, learning center, ACF office, brick boundary, wall, hill,

	IPSA ware house.
East	Saw mill, army camp, paddy land
West	CIC office, Rohingya settlement, shop

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:**

Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road is situated at Palongkhali Union, ward no.-05, Mouza-Thainkhali, Village-Hakimpara in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21°09'31.57" N & Longitude Value: 92°9'39.7" E. Ending point GPS Coordinates: Latitude Value: 21°10'03" N & Longitude Value: 92°9'09" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options. For drainage of rain water 6 nos. Cross Drain (Size: 750mmX750mm, at Ch: 530m, 604m, 666m, 707m, 718m), Box Culvert 1 nos. (Size: 3.50mX3.50m, Ch: 156m) and 1 no. (Size: 3.50mX3.5m, Ch: 156m), Due to the low land in different chainage of the road 65m RCC Palisading wall and mountain drainage for mountain eel water during rainy season 279m L-Drain and for road safety Guide Post & Name Plate has been included in the estimation. For drainage of rain water 6 nos. Cross Drain (Size: 750mmX750mm, at Ch: 530m, 604m, 666m, 707m, 718m), Box Culvert 1 nos. (Size: 3.50mX3.50m, Ch: 156m) and 1 no. (Size: 3.50mX3.5m, Ch: 156m), Due to the low land in different chainage of the road 65m RCC Palisading wall and mountain drainage for mountain eel water during rainy season 279m L-Drain and for road safety Guide Post & Name Plate has been included in the estimation.

Important Features of Sub-project Location	
Road ID	Not Applicable
Package Number	EMCRP/W14.02
Road Type	Village Road
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali
WARD	05
Mouza	Thainkhali
Village	Hakimpara
Proposed Chainage	790m
Distance from Upazila Head quarter	5.00 Km
Distance from Marine Drive	15.00 Km
Present Condition of Road	Broken Brick Flat Soling (BFS)
Proposed Intervention Type	Herring Brick Bond (HBB)
Road Starting Point Coordinates	Latitude Value: 21°09'31.57" N Longitude Value: 92°9'39.7" E
Road Ending Point Coordinates	Latitude Value: 21°10'03" N Longitude Value: 92°9'09" 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:** In this proposed sub-project, there is no historical and Archeological structure. In consultation

meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that will not be affected anyway by the construction work. 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?  <b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 5 will be skilled and 15 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?  <b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?  <b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the non-skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</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?  <b>Answer:</b> Unskilled labor is available in the proposed project area; So, they can serve the purpose of skill labor by receiving skilled training by the contractor within a reasonable time frame to meet project requirements.</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?  <b>Answer:</b> Most of the workforces expected to be hired from local community, they will work from their own residence and they do not have required for accommodation inside the construction site. But some skilled labor coming from outside of the project site, they need to have a temporary shed for accommodation for construction period. The size of workers shed will depend on the number of outside laborers.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area are near about 5215. Both are Male 48.85% and Female 51.15%. Total Households-2633.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> The size of host Rohingya community in the project area are near about 45000. Male-21825 and Female- 23175. The total number of families are near about 8654.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union and Upazila 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?  <b>Answer:</b> The frequency and extent of contact between the local community and out siders are available and good.</p>

	<p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p><b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p><b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p><b>Answer:</b> Yes, due to incoming labor force from outside may create pressure on existing 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><b>Answer:</b> one year 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><b>Answer:</b> Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p><b>Answer:</b> Project authority has made 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><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

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

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend

				Proposed Herring Brick Bond (HBB) road construction.
2. Is the site for land taking known?	√			Herring Brick Bond (HBB) 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.
16. 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 Herring Brick Bond (HBB) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?	√			No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		√		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		√		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		√		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		√		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		√		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [√] 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 community, People of both side of the road, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.

14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?

**Answer:** No social and cultural factors will affect the ability of stakeholders to participate or benefit from the 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 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 conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
- Peasant and producer of the catchment area will get fair price of their 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 local 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-7: Social Screening of Nhila R&H Jadimura RNGPS to Ahamed's House Road Pkg- EMCRP/W14.05

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

#### Section A: Sub-Project Overview

##### Description of sub-project/component interventions:

One Broken HBB Road will be improved under the proposed sub-project {Improvement Nhila R&H Jadimura RNGPS to Ahamed's House Road by HBB from ch.00-625m}. It will be improved on existing alignment which is situated at Nhila union, ward no.-09, Mouza- Kutupalong, Village-Jadimura in Teknaf Upazila of Cox's Bazar District. The Sub-Project is categorized as a village Road-B. Jadimura RN GPS is located by the starting point of the road, which goes by two mosques and a Hefzokhana (madrassa like religious institution), a child learning center, a service center for children and adolescent people of DRP communities and fences and agricultural fields. At least two sections of the road pass by small uplands or the hill.

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

Directions	Features
North	Adimora GPS, mosque
South	Jadimora GPS, U-Drain
East	Mosque, Hefzoo Khana
West	Small hill

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:

Arakan Road to Hakim Para (Chikonchora) to Hakim Para Rohingya camp (Near Hakim Para food distribution center) Road is situated at Palongkhali Union, ward no.-05, Mouza-Kutupalong, Village-Jadimora in Ukhiya Upazila of Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 20°56'26" N & Longitude Value: 92°15'38" E. Ending point GPS Coordinates: Latitude Value: 20°56'21" N & Longitude Value: 92°15'26" E. The Sub-Project is categorized as a village road and construction with Bituminous Carpeting (BC) options.

Important Features of Sub-project Location	
Road ID	422905220
Package Number	EMCRP/W14.05
Road Type	Village Road-B
District	Cox's Bazar
Upazila	Teknaf
Union	Nhila
WARD	09
Mouza	Kutupalong



Village	Jadimora
Proposed Chainage	625m
Distance from Upazila Head quarter	12.00 Km
Distance from Marine Drive	14.00 Km
Present Condition of Road	Broken Herring Bone Bond (HBB)
Proposed Intervention Type	Herring Brick Bond (HBB)
Road Starting Point Coordinates	Latitude Value: 20°56'26" N Longitude Value: 92°15'38" E
Road Ending Point Coordinates	Latitude Value: 20°56'21" N Longitude Value: 92°15'26" 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:** In this proposed sub-project, there is no historical and Archeological structure. In consultation meeting it has revealed that, there are all host community. Have no DRP at all over there. In consultation meeting it has revealed also that there are no Elephants corridors and no elephant has been found last few years in the sub-project area. There are some mosques and religious institutions in this area but that will not be affected anyway by the construction work. 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?  <b>Answer:</b> No foreign workers will be needed for the remaining period of the project construction work based on FGD. Approximately 10 skilled and unskilled workforces are expected to be required for the construction work. Among them 3 will be skilled and 7 will be unskilled workforces.</p> <p>✓ Can the project hire workers from the local workforce?  <b>Answer:</b> Yes, majority portion of workforce will be hired from the local work forces only a few skilled workforces may be hired by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?  <b>Answer:</b> Based on consultation with local stakeholders, it has revealed that most of the non-skilled workforces are available in the locality but 10% skilled workforces need to hire from outside the project area.</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?  <b>Answer:</b> Unskilled labor is available in the proposed project area; So, they can serve the purpose of skill labor by receiving skilled training by the contractor within a reasonable time frame to meet project requirements.</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?  <b>Answer:</b> Most of the workforces expected to be hired from local community, they will work from their own residence and they do not have required for accommodation inside the construction site. But some skilled labor coming from outside of the project site, they need to have a</p>

	temporary shed for accommodation for construction period. The size of workers shed will depend on the number of outside laborers.
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?  <b>Answer:</b> The size of local population in the project area are near about 5025. Both are Male 49.00% and Female 51.00%. Total Households-2589.</p> <p>✓ What is the size of the host Rohingya community?  <b>Answer:</b> The size of host Rohingya community in the project area are near about 32325. Male-15775 and Female- 16550. The total number of families are near about 5890.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?  <b>Answer:</b> This is the existing alignment and people use this road to connect different important places of Union and Upazila 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?  <b>Answer:</b> The frequency and extent of contact between the local community and out siders are available and good.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?  <b>Answer:</b> Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> <li>• Proper fencing needs to make surrounding the construction site which will protect from dust, noise and any accidental case both local people and pedestrian and surrounding peoples who are living in close proximate.</li> </ul>
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?  <b>Answer:</b> Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and some skilled hired workers from outside belong to same socio-economic, cultural, religious or demographic background. So, there is no possibility to arise conflict between local workforces and incoming workers.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?  <b>Answer:</b> 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?  <b>Answer:</b> one year but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?  <b>Answer:</b> Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> <li>• Price hiking</li> <li>• Crisis of water and sanitation</li> <li>• In some extent of religious barrier</li> </ul>
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p>

	<p><b>Answer:</b> Project authority has made 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><b>Answer:</b> Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p><b>Answer:</b> Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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## Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Proposed Herring Brick Bond (HBB) road construction.
2. Is the site for land taking known?	✓			Herring Brick Bond (HBB) 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 Herring Brick Bond (HBB) 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		✓		It is clearly revealed that income sources

and means of livelihoods due to land acquisition?				and means of livelihoods will not be hampered or lost by the Road construction.
<b>Involuntary restrictions on land use or on access to legally designated parks and protected areas</b>				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
<b>Information on Displaced Persons:</b>				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] 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				
<b>During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18 )</b>				
13: Who are the stakeholders of the project? <b>Answer:</b> local community, People of both side of the road, Students, Guardians of the Schools, Religious leader, Parent, teachers and, implementing agencies and their agencies, Labors, CBO, Local elected representative, Local Administration, LGED, DoE, BFD and local and international NGOs working with community.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? <b>Answer:</b> No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				
15: Are project objectives consistent with their needs, interests and capacity? <b>Answer:</b> Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.				
16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? <b>Answer:</b> As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.				
17: What social risks might affect project or sub-project success? <b>Answer:</b> There are some social risks might be affected sub-project success; <ul style="list-style-type: none"> <li>• Price may be hike of essential commodities in local hat Bazar.</li> <li>• Incoming labors may engage with anti-social activities which can challenge the values system of the society.</li> <li>• 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.</li> <li>• Heavy loaded vehicle movement through the earthen road of the villages can damage the poor existing road which can hamper the mobility of the local people.</li> <li>• During the construction work, any kind of accident may occur.</li> </ul>				
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 conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local governance representatives, local elites, CSO, School teachers, and students regarding the construction of RCC road. During the screening, the consultant of Design and supervision consultant and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;

- The FGD results confirmed that decision of road construction will increase the sense of security of the communities.
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- 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-8: Screening Findings and Mitigation Measures

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

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
1: Sub-Project Interventions	Existing Broken BC/RCC/HBB road with vacant width 5.5 will be improved on government land under Moheshkhali Upazila in Cox’s Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none"><li>No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.</li><li>No Households will be affected by the intervention of sub-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.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Number of Complaints</li><li>✓ Check Grievance register</li><li>✓ Resolutions against the grievances</li></ul>	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none"><li>No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.</li><li>Code of conduct required for the local labours and outside labours.</li><li>During construction work, social safeguard compliance will be maintained properly by the contractor.</li></ul>	PIU consultant, PSC and D&SC	<ul style="list-style-type: none"><li>✓ Labor wages payroll</li><li>✓ Interview with labour</li><li>✓ Frequent visit by D&amp;SC and PIU personnel</li><li>✓ Copy of code of conduct</li></ul>	Weekly basis



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

	Traffic Management		<ul style="list-style-type: none"> <li>• Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED.</li> <li>• Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific instructions will be in the TMP such as where the parking lot will be established and how it will be managed.</li> <li>• Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic.</li> <li>• Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians.</li> <li>• Adequate road signs to be planted on access roads to limit vehicular speeds</li> <li>• Construct properly designed speed ramps on access roads</li> <li>• Traffic signs will be in both Bangla and Rohingya language at appropriate places especially in Camp. In addition, Traffic signs shall be displayed adjacent DRP camp in Rohingya language.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ TMP &amp; TCP available in place</li> <li>✓ Interview of pedestrians and vehicle riders</li> <li>✓ Signpost, signage, signboard, billboard, leaflet etc.</li> <li>✓ Report of awareness raising event on traffic management</li> <li>✓ Physical visit of divert roads</li> <li>✓ Traffic sign both Bangla and Rohingya language</li> </ul>	Monthly basis
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	Increase in road accidents	Low impact may be generated	<ul style="list-style-type: none"> <li>• The movement of heavy machinery and equipment shall be restricted to defined routes.</li> <li>• Proper signage to be displayed at major junctions.</li> <li>• Road diversions and closures to be informed well in advance to the local community.</li> <li>• The vehicular movement to be controlled near sensitive locations viz. schools, colleges, hospitals, DRP, hosts identified along designated vehicular transportation routes.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ No. of Accidents took place at construction site</li> <li>✓ Police and Hospital Record</li> <li>✓ Local witness</li> <li>✓ Complaint register</li> </ul>	Monthly basis
<b>3: Construction Phase</b>	Temporary partition between construction places and neighboring HHs	Low impact may be generated	<ul style="list-style-type: none"> <li>• Contractor will make sure the temporary divider/partition between strengthening and widening improvement area and the locality is under BOQ budget. This divider will be made in such a way that the traffic movement and normal activities of neighboring people is not hampered.</li> </ul>	Construction Contractor	<ul style="list-style-type: none"> <li>✓ Visiting the sub-project site</li> <li>✓ Picture of divider/partition</li> </ul>	Monthly basis
	Safety during construction of the RCC roads and followed PPE	Low impact may be generated	<ul style="list-style-type: none"> <li>• Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance will be ensured by the contractors.</li> <li>• Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided to the persons by the contractor.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Training register/Documents on Social safety matters</li> <li>✓ Checking stock register of personal protective equipment (PPE)</li> </ul>	Fortnightly basis
	Drinking water and sanitation facility for male and female workers	Low impact may be generated	Construction hosts shall have adequate drinking water facility with water filter, water sealed latrines, urinals and appropriate bathing place both male & female separately.	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Check tube well</li> <li>✓ Water quality test randomly</li> <li>✓ Check sanitation facilities</li> <li>✓ Check bathing places</li> </ul>	Weekly basis
	Noise from construction works	Low impact may be generated	Strengthening and widening improvement activity shall be restricted to day or night time to consult local community as far as possible to avoid disturbance to surrounding areas.	Construction Contractor and Monitored by Consultant of PIU	<ul style="list-style-type: none"> <li>✓ Physical visit</li> <li>✓ Interview with local people</li> </ul>	Weekly basis

				and D&SC		
	Conflicts with existing users due to the scarcity of resource	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ A detailed assessment of the available resources and consent of the local representative for withdrawal of water from existing surface water sources shall be taken.</li> <li>✓ If ground water is withdrawn, adequate approvals from the appropriate department need to be undertaken before setting up.</li> <li>✓ Local community must be consulted by discloser before start any construction works.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Approval letter/ Consent letter of Local Representative or concern authority</li> <li>✓ Grievance register and its resolutions</li> </ul>	On weekly or fortnightly basis
	Labor Base Host: Conflicts with the local residents	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ An alternate arrangement for fuel wood, heating and cooking will be arranged for the labors at labor host.</li> <li>✓ Awareness building about nutrition, disaster risk resilience or mitigation, adoption of clean energy for cooking; and prevention of child abuse, child marriage, GBV, sexual harassment, trafficking of women and children as well as illegal drug trade.</li> <li>✓ Work force will be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling.</li> <li>✓ Anti-social activities strictly prohibited</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Checking use of resources by labor</li> <li>✓ Document checking of awareness building activities</li> <li>✓ Physical Checking</li> <li>✓ Grievance register</li> <li>✓ Interview with local community</li> </ul>	Daily site visit

	Health & Safety Risks	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ Exposure to health events during road strengthening and widening improvement activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis:</li> <li>✓ All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements.</li> <li>✓ Provide walkways that are clearly designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting.</li> <li>✓ Signpost any slippery areas, ensure proper footwear with a good grip is worn for personnel working within slippery areas.</li> <li>✓ Carry out fire risk assessment for the construction areas, identify sources of fuel and ignition and establish general fire precautions including, means of escape, warning, and fighting fire.</li> <li>✓ Electrical equipment must be safe and properly maintained; works shall not be carried out on live systems.</li> <li>✓ First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site.</li> <li>✓ Based on ESMF construction contractor will deploy Social Safeguard officer to ensure safety measures before start construction work.</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ Regular site visit</li> <li>✓ List of materials such as; Fire distinguisher, first Aid box.</li> <li>✓ Fitness certificate of equipment provided concern Authority.</li> <li>✓ Visibility report of site post, signboard, Walkway, road direction, festoon containing precautionary measures</li> <li>✓ List of Personnel equipment materials</li> <li>✓ Training document checking</li> <li>✓ Contractor will be ensured to PMO whether they have recruited SSO &amp; validation of documents.</li> </ul>	Daily site visit/inspection.
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	Traffic Accidents	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ Clear road markings</li> <li>✓ Road design to ensure traffic speed is not hazardous given slopes and bends</li> <li>✓ Recording and reporting of accident incidents to local police station</li> <li>✓ Annual reporting of accident figures to PSC</li> </ul>	Construction Contractor and Monitored by Consultant of PIU and D&SC	<ul style="list-style-type: none"> <li>✓ No. of accident took place</li> <li>✓ Marking and signage of road</li> <li>✓ Record of police station and PSC</li> </ul>	Monthly basis
<b>4: Operational Phase</b>	pollution caused by leaking latrines and fecal sludge impacting surrounding neighborhoods	Low impact may be generated	<ul style="list-style-type: none"> <li>✓ Ensure preventative maintenance schedule is followed.</li> <li>✓ Regular inspections of potential leaking points.</li> </ul>	Union council, Upazila Parishad	<ul style="list-style-type: none"> <li>✓ Number of complaints received</li> <li>✓ Check maintenance cost</li> <li>✓ Physical verification and site visit</li> </ul>	Quarterly basis

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



## **Annex-9: At a Glance Public Consultation of Five subproject (Road) under Pkg- EMCRP/W-13&14**

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

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

### **2. Methodology:**

Adoption of appropriate methodology plays a very crucial role to prepare the social screening of sub-projects. Participatory process has been followed to conduct social screening. Participatory public consultation has been conducted at each and every sub-project level with the participation of community people, teachers, local elites, CSO members, and local elected representatives. There are some PRA tools that are used for collecting data such as; FGD, key informant interviews, Social Screening Form (SSF). In public consultation meetings that are held at sub-projects level, project beneficiaries and stakeholders have been properly informed about project related information. In addition, effective mitigation measures have also been reflected in SMP in SL. # 19.

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

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

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

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

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

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

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

## 5. Conclusion:

In conclusion, it can be clearly determined that the sub-project (Package EMCRP/W-13&14 will generate tremendous positive impacts for the local community as well as camp people, particularly in the socio-economic context for the catchment area peoples. Peoples get easily health facilities as well as government facilities. Particularly, easy movement will ensure for the vulnerable sections of the communities such as; Older people, PWD (Persons with Disability), Women's and children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated with the peoples who are lagging behind.

# Annex-10: Attended Sheet of Consultation Meeting for 5 Sub project

## Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP) Public Consultation Participants List

Time: ... 12:00 .....

Date: 25/12/2019

### COMMUNICATION AND PARTICIPATION PROGRAMME

#### FOCUS GROUP DISCUSSION

ইমার্জেন্সি মান্টি সেটর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোজেক্ট (ই এম সি আর পি)

প্রকল্পের নামঃ Shafiullah Ghat Rohingya Camp Road  
মত বিনিময়ের স্থানঃ শাহিউল্লাহ গাট এঃ গফফার হোসেন

ইউনিয়নঃ নংপানুগাঙ্গী  
ডাকঘরঃ বালুখান-৪৭৫০  
উপজেলাঃ উজিস  
জেলাঃ কক্সবাজার

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর)

ক্রমিক নং	নাম	বয়স	পুরুষ/ নারী	গ্রাম	স্বাক্ষর
০১	শ্রীঃ মাহিউদ্দিন	৫২	পুরুষ	বাগমুনা	মাহিউদ্দিন
০২	শ্রীঃ নূর হোসেন	৫০	"	"	নূর
০৩	শ্রীঃ আব্দুল হক	২৭	"	"	আব্দুল হক
০৪	শ্রীঃ আব্দুল হান	৬২	"	"	শ্রীঃ আব্দুল হান
০৫	শ্রীঃ মদন করিম	২৬	"	"	মদন
০৬	শ্রীঃ জামিল উদ্দিন	৬৪	"	"	জামিল
০৭	শ্রীঃ আবু হুসেইন	৪৮	"	"	আবু হুসেইন
০৮	শ্রীঃ জিয়াউর	২৮	"	"	জিয়াউর
০৯	শ্রীঃ রফিক উদ্দিন	৬২	"	"	রফিক উদ্দিন
১০	শ্রীঃ ইউসুফ	৬২	"	"	আবু ইউসুফ
১১	শ্রীঃ রফিক উদ্দিন	৪৮	"	"	রফিক
১২	শ্রীঃ আব্দুল মজিদ	৬৬	"	"	মজিদ
১৩	শ্রীঃ আব্দুল জব্বার	৪৫	"	"	আব্দুল জব্বার
১৪	শ্রীঃ আব্দুল গফফার	৫৫	"	"	আব্দুল গফফার
১৫	শ্রীঃ আব্দুল রহমান	২২	"	"	আব্দুল রহমান
১৬	শ্রীঃ নূর আমিন	৬৪	"	"	নূর আমিন
১৭	শ্রীঃ জাফর আলম	৬২	"	"	জাফর আলম

**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List**

Time: ... ০৩:৩০ PM .....

Date: 23/12/2019

**COMMUNICATION AND PARTICIPATION PROGRAMME**

**FOCUS GROUP DISCUSSION**

**ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোজেক্ট (ই এম সি আর পি)**

প্রকল্পের নাম: Thakhal to Boddagana Road to Tanjima Khola  
মত বিনিময়ের স্থান: ময়নাখোনা হাতিয়া হকের দোকান

ফিল্ডনিয়ন: সা. ম. খান  
ডাকঘর: বাগুখালি  
উপজেলা: টাঙ্গিমা  
জেলা: কক্সবাজার

অংশগ্রহণকারীদের হাজিরা ( পরিচয় ও স্বাক্ষর)

ক্রমিক নং	নাম	বয়স	পুরুষ/ নারী	গ্রাম	স্বাক্ষর
০১	মুসা: আলী হুসাইন	২৬	পুরুষ	তাংজিমাখোলা	আলী হুসাইন
০২	মুসা: আব্দুল হামিদ	৩২	"	"	আব্দুল হামিদ
০৩	মুসা: ইব্রাহিম	৩৫	"	"	ইব্রাহিম
০৪	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
০৫	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
০৬	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
০৭	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
০৮	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
০৯	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
১০	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
১১	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
১২	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
১৩	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
১৪	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক
১৫	মুসা: আব্দুল হক	৩৫	"	"	আব্দুল হক







Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Public Consultation Participants List

Time: 4:30

Date: 25.12.19

COMMUNICATION AND PARTICIPATION PROGRAMME

FOCUS GROUP DISCUSSION

Package W-14/2 ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোজেক্ট (ই এম সি আর পি)  
 প্রকল্পের নাম: ~~হাফিম পাড়া~~ হাফিম পাড়া (দিকন চড়া) থেকে হাফিম পাড়া  
 মত বিনিময়ের স্থান: ~~হাফিম পাড়া~~ হাফিম পাড়া  
 ইউনিয়ন: নৈপান্দা  
 ডাকঘর: বানুখালী  
 উপজেলা: ডিম্ভা  
 জেলা: বকুড়া

অংশগ্রহণকারীদের হাজিরা ( পরিচয় ও স্বাক্ষর)

ক্রমিক নং	নাম	বয়স	পুরুষ/ নারী	গ্রাম	স্বাক্ষর
১.	মোঃ আমিন	১৩	✓	হাফিম পাড়া	আমিন
২.	মোঃ আব্দুল আমিন	২৭	✓	হাফিম পাড়া	আব্দুল আমিন
৩.	মোঃ জাহাঙ্গীর	২০	✓	হাফিম পাড়া	জাহাঙ্গীর
৪.	মোঃ দিল্লীজাহাঙ্গীর	৩০	✓	হাফিম পাড়া	দিল্লীজাহাঙ্গীর
৫.	আব্দুল হান্নান	৪৭	✓	হাফিম পাড়া	আব্দুল হান্নান
৬.	হাসান আলী	৪৭	✓	হাফিম পাড়া	হাসান আলী
৭.	আব্দুল হান্নান	৪৬	✓	হাফিম পাড়া	আব্দুল হান্নান
৮.	মোঃ দাব্বা আলী	৫১	✓	"	দাব্বা আলী
৯.	নূরুল হামান	২১	✓	হাফিম পাড়া	Nurul
১০.	আঃ আলেক	৩২	✓	" "	আলেক
১১.	মোঃ মাহ আলম	৪২	✓	"	মাহ আলম
১২.	মোঃ ইব্রাহীম	২৬	✓	"	মোঃ ইব্রাহীম
১৩.	মোঃ নূরুল হক	২৫	✓	"	নূরুল হক
১৪.	মোঃ নূরুল হক	৪২	✓	"	নূরুল হক
১৫.	মোঃ ইমদাদ	২০	✓	"	ইমদাদ
১৬.	মোঃ হাফিজ উদ্দিন	২০	✓	"	হাফিজ উদ্দিন
১৭.					
১৮.					
১৯.					
২০.					



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**Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)  
Public Consultation Participants List**

Time: ... ০৩:৩০ PM .....

Date: 23/12/2019

**COMMUNICATION AND PARTICIPATION PROGRAMME**

**FOCUS GROUP DISCUSSION**

**ইমার্জেন্সি মাল্টি সেক্টর রোহিঙ্গা ক্রাইসিস রেসপন্স প্রোজেক্ট (ই এম সি আর পি)**

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মত বিনিময়ের স্থান: ময়নাখোনা হাতিয়া হকের দোকান

ফিল্ডনিয়ন: সান' থানী  
ডাকঘর: বাপুখালি  
উপজেলা: টাঙ্গিমা  
জেলা: কক্সবাজার

অংশগ্রহণকারীদের হাজিরা ( পরিচয় ও স্বাক্ষর)

ক্রমিক নং	নাম	বয়স	পুরুষ/ নারী	গ্রাম	স্বাক্ষর
০১	সান' থানী	২৬	পুরুষ	তাংজিমাখোলা	
০২	সান' থানী	৩২	"	"	
০৩	সান' থানী	৩৫	"	"	
০৪	সান' থানী	৩৫	"	"	
০৫	সান' থানী	৩৫	"	"	
০৬	সান' থানী	৩৫	"	"	
০৭	সান' থানী	৩৫	"	"	
০৮	সান' থানী	২৬	"	"	
০৯	সান' থানী	৪৫	"	"	
১০	সান' থানী	৪২	"	"	
১১	সান' থানী	৩৫	"	"	
১২	সান' থানী	৩৫	"	"	
১৩	সান' থানী	২৫	"	"	
১৪	সান' থানী	৩৫	"	"	
১৫	সান' থানী	২৫	"	"	