



Government of The People's Republic of Bangladesh

Ministry of Local Government, Rural Development and Co-operatives

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Local Government Engineering Department (LGED)



Report on

Outcomes of Social Screening on Proposed Improvement of 4 Roads by
Bituminous Carpeting (BC) Under Package Number EMCRP/W12A

Funded by:



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



Development Design Consultants Ltd.

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Abbreviations

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

1. Introduction & Background of the Project:

The Local Government Engineering Department (LGED) under the Ministry of Local Government, Rural Development and Cooperatives is a government agency implementing the "Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)" 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 (GBV) 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, renovation of 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 evacuations road 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 main goal of the project is to improve the existing disaster resilience system and improve the delivery System of social services to the DRP and the host community. This project will follow a sustainable development path that is resilient to the effects of disasters and climate change.

The main objective of this Social Screening Report is to identify potential social risks and impacts, their significance, and the level of assessment and management required to address followed the World Bank approved questionnaire and the project ESMF & RPF. The social screening surveys were conducted for road package-EMCRP/W12A comprising four road sub-projects within the host community of Ukhiya Upazila under Cox's Bazar district. Based on the social screening survey no external influences are identified, if any impact is detected during construction, it will be addressed following the guidelines of project RPF and ESMF.

Under this package existing various categories of Broken Herring-Bone Bond (HBB), Broken Brick Flat Soling (BFS) & earthen roads look in poor condition. During calamities and monsoons, people face difficulties to use these roads due to mud and potholes, and the roads are not wide enough for traffic movement. Hence, LGED has taken initiative to improve existing roads for the betterment of the common people. Simultaneously, building community ownership and active engagement in the development process is also important to ensure the sustainability of the proposed roads and their future maintenance. Therefore, LGED always prioritizes this kind of task so that local people feel that it is their social responsibility to look after these assets/resources and all these activities are being implemented for the benefit of the community as well as country.

It is confirmed that the proposed road will be improved along the existing alignment with 3.7-meters width excluding 0.6 meter on both side slopes entirely owned by government land (Followed by sl# 2) have been identified by engineering and social screening survey. For uninterrupted traffic movement and public safety as well as the greater interest of the local community, these 4 roads shall be improved immediately by Bituminous Carpeting (BC) after completion of official's procedure.

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

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

2. Location of Sub-Projects

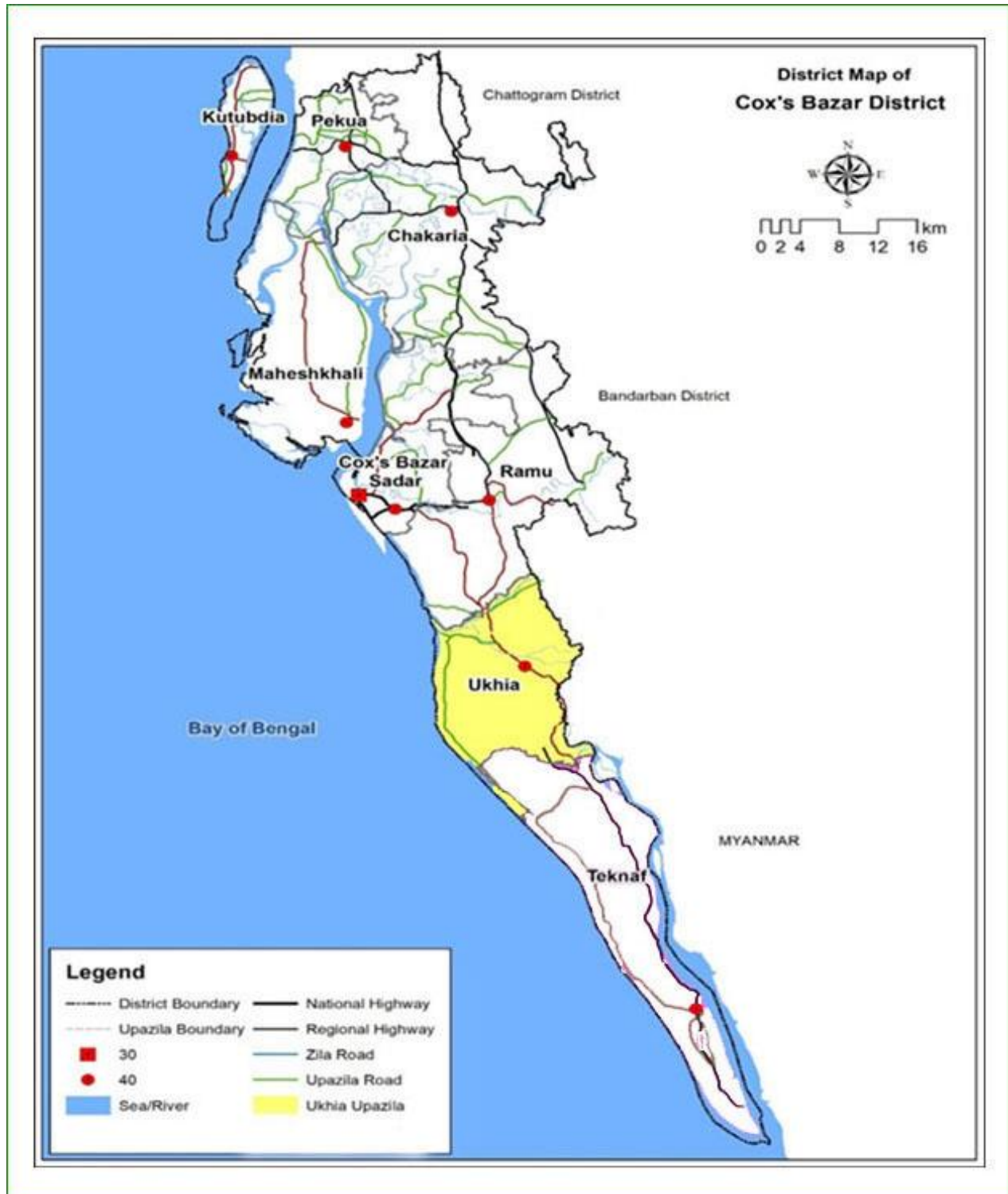
Name of District	Name of Upazila	Name of Union	Sub-Project Name & Road ID	Sub Package Number	Catchment Area Villages	Effective Length (Meter)	Average Crest/Top width 3.70 meters & both side slope 0.6 meter)				Within the DRP	Within the Host Communities Effective Length (Meter)	Intervention Types
							Left slope (M)	Crest/Top of width (M)	Right slope (M)	Total width of the road			
Cox's Bazar	khiya	Rajapalong	Improvement of Ukhiya Daroga Bazar-Dosori Road & Road ID: 422944057	EMCRP/W12A	Hazir Para, Maliar Kul, Changor Dola, Dosari & Khairati Para	3700m	0.6	3.70	0.6	4.9	-	3700m	Bituminous Carpeting (BC)
	"Do"	"Do"	Improvement of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road & Road ID: 422945110	"Do"	Shilerchora, Maskaria, Madhur Chara & Lambashia	1000m	0.6	3.70	0.6	4.9	-	1000m	"Do"
	"Do"	Palongkhali	Improvement of Thainkhali-Dhaman Khali Road & Road ID: 422945011	"Do"	Thaingkhali Gojgona, Uttar Rahomoter Beel, Dakkhin Dhaman Khali, Uttar Dhaman Khali & Thaingkhali	1755m	0.6	3.70	0.6	4.9	-	1755m	"Do"
	"Do"	Rajapalong & Ratnapalong	Improvement of Yousuf Ali-Uttar Pukuria Road & Road ID: 422945054	"Do"	Uttar Pukuria & West Kamariar Beel	1630m	0.6	3.70	0.6	4.9	-	1630m	"Do"

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

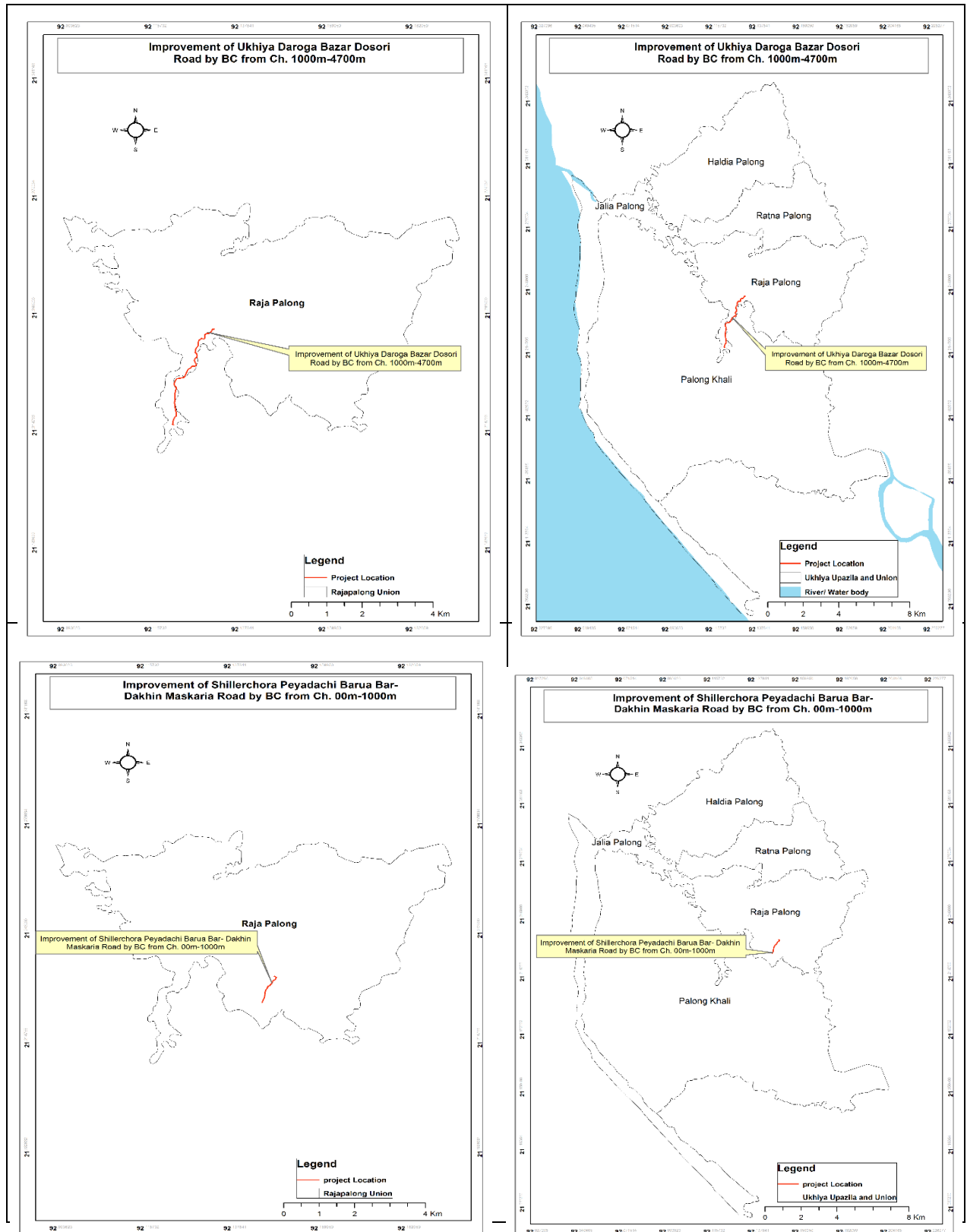
3. Map of Cox's Bazar District with Project Location

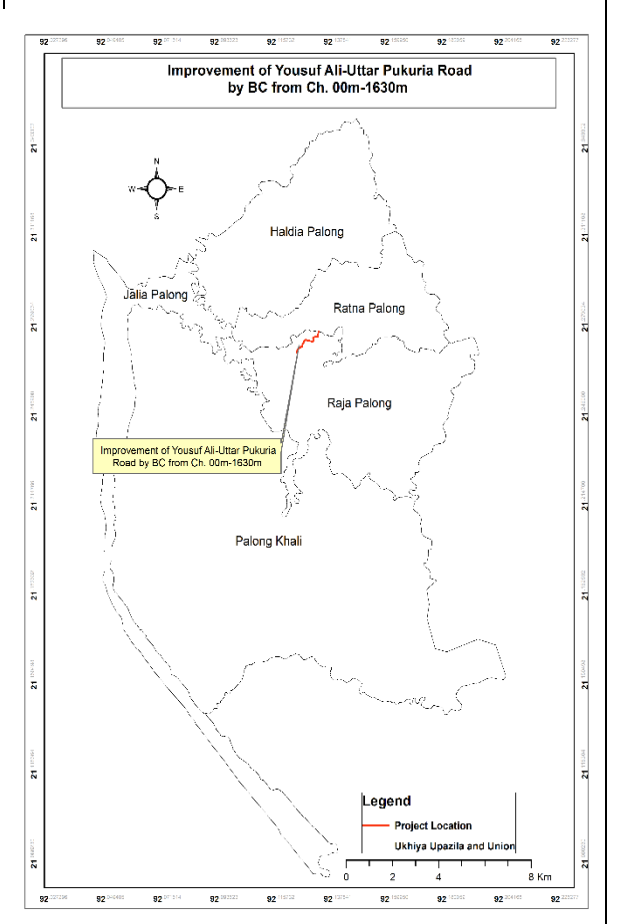
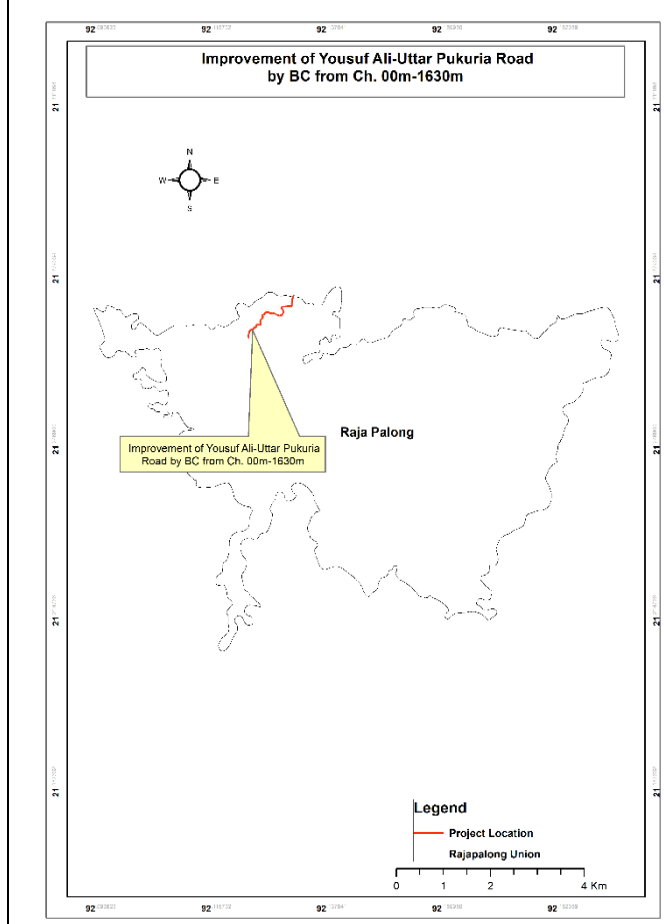
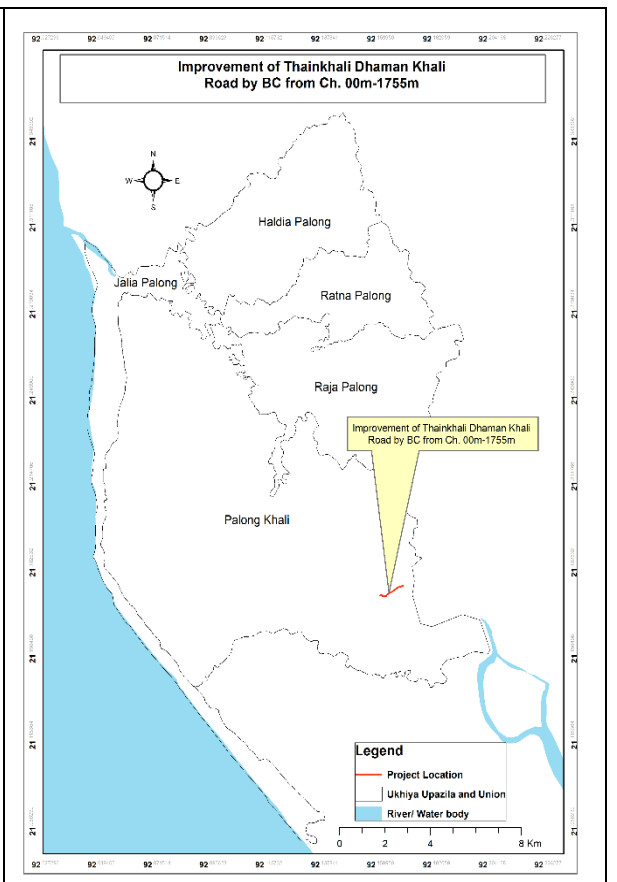
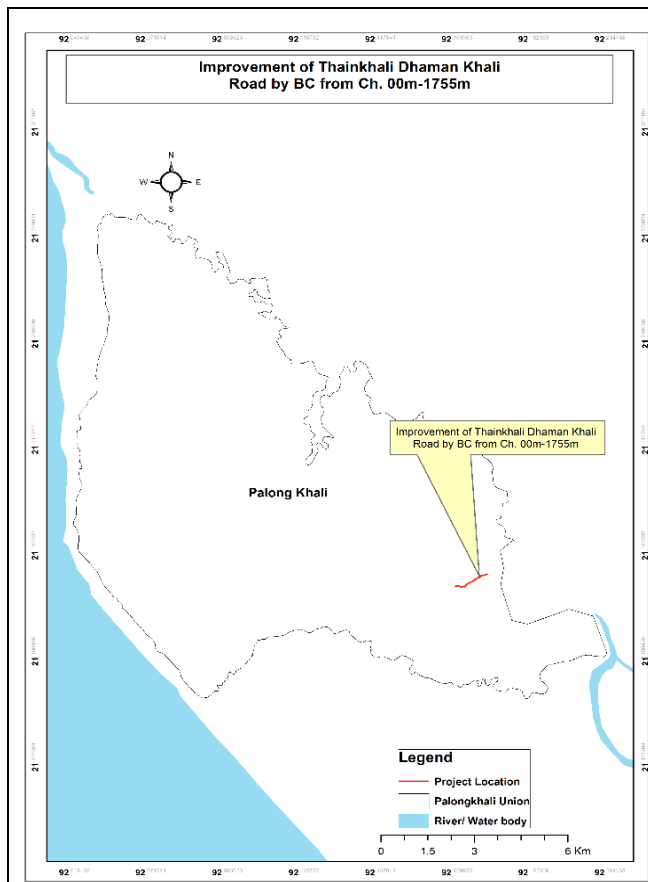
Map illustrating for Improvement of Existing Roads at Ukhiya Upazila in Cox's Bazar District under Package Number: EMCRP/W12A

Map of Cox's Bazar District with Project Location



4. Map of Sub-Project Location (Union & Upazila wise)





5. Methodology:

A team consisting of Development Design Consultants Limited visited the package EMCRP/W12A area and conducted Focus Group Discussion (FGD) with relevant stakeholders and participated in formal and informal meetings with the local Community, Local Government Representatives and concerned LGED officials of Ukhiya Upazila before conducting the screening. Local LGED officials provided necessary assistance to the screening survey team. A structured questionnaire has been used to obtain the essential basic information as such related on population, family, land acquisition requirements, land ownership, land loss, resources and other factors. The FGD method was used to capture community feedback on the sub-projects through interviews with key informants and stakeholder consultation meetings.

6. Summary of Key Findings:

6.1 Summary impacts:

The Safeguard team of the consulting firm (D&SC) inspected and screened the proposed subprojects alignment to conduct the consultation meeting. The team has held detailed discussions with nearby community peoples & users, Local Government Representatives and to confirm land ownership for the proposed sub-projects. These sub-projects will be improved on existing road alignment and no land acquisitions will be required. The screening report also confirms that road construction will not affect any structures, trees or any other resource. Condition of existing roads is Broken BFS, HBB & Earthen having 4.90-meters width including 0.6 meter on both side slopes (details mentioned in [SL # 2](#)). Moreover, it can be said that the proposed existing alignment is sufficient for road construction. So, no additional land and land donation will not be required. Social Screening surveys confirmed that no trees require to be cut off or any structures of CPR will not be affected.

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

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

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

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

Overall, the sub-project impact will be positive.

6.2 Existing Condition of the Proposed Roads:

The present condition of these roads are various categories such as Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen are poor conditions and narrow. In the consultation meetings, participants informed that during disaster and rainy season's peoples cannot use some portions of the roads due to mud and potholes. Even vehicles could not ply along the road.

The sub-project does not have any land acquisition or population displacement, only the existing road will be improved. These roads are situated and constructed within the host communities. Union Parishad Chairman & local communities are consulted by several meetings which is reflected in consultation outcomes in [Table-2](#).

6.3 Users Opinion:

Consultation meetings were held with the local community, road users & elected local government representatives and participated in the discussion. In view of consultation with road users and community been it has revealed that, after improvement of these proposed roads the transportation system's efficiency will be increased at servings travel and fulfill access related need's goal. Travel time savings, a reduction in vehicle operating costs, reduce road accident and will be reduced drop out of school going students and will ensure safe movement. Peoples and business community will get benefit for Lower cost for the transport of goods/cargo freights. People 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 children from these sub-projects. Almost, maximum modern access obviously will be introduced and disseminated to the people who are lagging behind

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

6.4. Construction Induced Impact Issues:

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

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

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

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

The LGED has conducted necessary consultations with stakeholders regarding the construction yard. It has been confirmed that the contractor will use vacant government land as a construction yard during the improvement of the roads. In the event that the contractor needs additional land for the construction yard and no government land is available, land can be rented from the private landowners for a certain period. However, If LGED prefer to requisition the land, the following 2 steps will be followed.

- For private land an agreed agreement may be executed between the land owner and the contractor for the specified time and conditions.
- 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.

6.6. Road Connectivity & Feature Benefit:

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

- The project motivation is to improve the transportation system's efficiency at serving travel and fulfill access related need's goal. Travel time savings, reduction in vehicle operating costs, reduce road accident and to be ensured safe movement. Lower cost for the transport of goods/cargo freights.
- Reduced pollution and GHG (Greenhouse gas) emissions
- Well connectivity with the existing road network will ensure.
- To improve trade and commerce facility.
- To reduce road accident and improve safety movement.
- The road network improvement has of enormous consequences in accessibility to the service rendered by the healthcare and family planning institutions. It sometime becomes the question of "life and death", due to lack of communication existing, particularly for the pregnant mother(s) and serious patients. After development of these road peoples of this locality easily get the transports to move to the hospital without any trouble.
- The social team have been consulted the local peoples regarding direct and indirect employment generation opportunity pattern for both male and female at this area. The team has also focused the feature changes in creation of employment and generation of household income, thus to bring changes in socio-economic conditions of the people, family and society. Also develop level of awareness.
- Poverty Situation in Bangladesh and Poverty alleviation is considered to be one of the most important indicators of the socioeconomic development of a state and society. Bangladesh has achieved remarkable development in poverty alleviation during the last few decades as a result of the combined efforts of both the Government and non-government sectors. This project will contribute to reducing poverty level by creating the work scope.
- The Government has extended the scope and allocation of social safety net programs every year with a view to achieving the desired target of poverty alleviation. In order to bring efficiency and effectiveness of social safety net programs. This project will contribute to ensure approach of social safety net.

- The World Bank has identified job creation as the country's top development priority. To do so, Bangladesh will need to remove the barriers to higher growth posed by low access to reliable and affordable power, poor transportation infrastructure, limited availability of serviced land, uncertain and complex business regulation, rapid urbanization and vulnerability to climate change and natural disasters, among others. These sub projects will contribute to reduce the above barriers.
- Maximizing income-generating opportunities will be created for rural peoples in the project areas, particularly the poor and women, through the construction work as well as maintenance of the improved transport network. In connection that, during the project implementation period it is assuming that changes in employment generation in terms of direct and indirect employment caused by the project intervention.

6.7. Impact Mitigation Measures:

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

In addition, the contractor will make sure walkways are clearly marked with signage as a walkway. All walkways shall be provided with good conditions with ease of movement and adequate space. See details in [Annex-7](#).

7. Consultation:

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

Total 69 numbers participants were attended in the consultation meeting attendant shown in 13. The social safeguard team of EMCPR has conducted stakeholders' consultations meeting at Upazila Engineer office with an active participation of Upazila level government officials, local government and civil society's representative. Sixty-Nine (69) participants (Union Parishad Chairman, Members & local stakeholders (Host Communities) were attended the consultation and provided valuable opinions/suggestions/feedbacks regarding the sub-projects' implementation. Females are very reluctant to attend in a public consultation due to conservative minded. Participants list with date, summary of consultation/FGD outcomes are mentioned below table 1, 2 & 3;

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

Sl. No #	Date	Main Participant Groups	No. of Participants		Total
			Male	Female	
01	22/05/2024 & 24/05/2024	Local Government representatives (Chairman & members), Local Stakeholders (Host Communities), road users, transport divers, local people, local businessmen etc.	69	0	69
Total participants =			69	0	69

Table: 2: Summary of Consultation Outcomes

Issues	Questions Raised By	Opinion and questions	Reply from LGED
Compensation	Local government and civil society's	Have any compensation provision if affected any assets by the project?	Yes, in case of loss of any property, LGED will take necessary steps for compensation in accordance with RPF, WB operational procedure (OP) and relevant government rules and regulations (ARIPA-2017).
Vulnerable HHs/severely affected HHs	Religious leader, Local people and Local Elites.	If Vulnerable HHs/Severely affected HHs are identified along the alignment, then what steps will be taken in this regard?	If vulnerable HHs are identified, mitigation measures will be taken as per RPF instructions. In addition, contractors will employ vulnerable HH members as unskilled workers during construction if they so desire.
Improvements of local business facilities.	Local Elites and Businessmen and Road users	Will local business facilities increase after road development?	Yes, after the development of roads, economic transactions as well as business related communication will increase, which will contribute to the national economy.
Grievance redress committee	local Government and civil society's	If we have any grievances, what are the processes to raise the grievances?	The LGED developed and established a Grievance Redress Mechanism (GRM) to resolve any grievances related to the sub-project. People can enter their grievances in writing in a register book kept in the office of the Upazila Engineer and at the construction site.
Structure	Businessmen and Road users and Union Parishad representatives.	Will any structures be affected due to the construction work?	No structure was identified in RoW during the screening. However, if any structure is damaged or identified during implementation, compensation will be provided following RPF guidelines.
Land	Union Parishad representatives, Upazila level Government officials, local Government and civil society'	Will any additional land be required without RoW?	Sub project will be implemented on existing roads. So, additional land will not be required for RoW. Additional land may be required for the construction Yard. However, the construction yard will be chosen from the government land.
Livelihood	Local Government representatives, and civil society's	Will the livelihoods of Neighboring people be hampered?	Neighborhoods Livelihood will not be hampered so far, we know. Rather job opportunities will be created.
CPR	Local Government representatives, and civil society's	Will any common properties be affected? Or if affected what sort of mitigation measures will take by LGED.	Mosque, temple, historical and cultural establishments will not be affected partially or entirely for the sub-project's implementation.
Trees	Local Government representatives, and civil societies.	Will any trees be affected?	Project will avoid cutting any trees. If trees are requiring to cut-off, compensation will be given to

Issues	Questions Raised By	Opinion and questions	Reply from LGED
			the owner of the tree/s according to the guidelines of RPF.
Business loss	Local Government representatives and local businessmen	Will any permanent or temporary businesses be affected?	During the screening, no business was identified on the proposed RoW. However, there are a few stores outside of the proposed RoW. Anyway, if they are affected during construction, mitigation measures will be taken following the guidelines of RPF and ESMF.
Wage loss	Local Government representatives, local people & local businessmen.	Will there be any job opportunities for day laborers?	Yes, Construction will create job opportunities for local skilled and unskilled workers which will improve the financial condition of the local working people.
Safety of the construction work	Civil society's & Local Government representatives	During construction work accident may occur, have any plan to mitigate these issues?	Yes, safety of the construction work will be maintained strictly. Before start work, contractor will arrange a safety related orientation for staff, workers as well as local community.

Table: 3: Attendance of local community Consultation as follows

Package Number	Name of Roads & ID Number	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
EMCRP/W12A	Improve ment of Ukhiya Daroga Bazar-Dosori Road & Road ID: 422944 057	22/05/2024	In front of Tarek Store shop in Hajir Para village	16	0	16	The following issues were discussed during the consultation meeting with Community and Institutional stakeholder; 1. Who will coordinate with construction work? 2. Who will monitor the activities? 3. Will ensure Safety issues within construction area? 4. Asked about GBV or other harassments.	<ul style="list-style-type: none"> • LGED is overall responsible for the project implementation, through the PIU, including the Upazila Engineer, XEN, D&S Consultants and PIU safeguard team also be responsible for coordination and monitoring of the progress of all aspects. • Health and safety training shall be ensured to the labors during construction for safety and ensured satisfactory mitigation measures as against any adverse impact. • Due to female labor force participation being low, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict with male workers. • Also inform to participants
			In front of the shop of Mr. Idrish in Maliarkul village	14	0	14		
	Improve ment of Shilerch ora Payadachi Barua Bari-Dakkhin Maskaria Road & Road ID: 422945 110	22/05/2024	In front of Mr. Mintu's house in South Maskaria village	16	0	16		

Package Number	Name of Roads & ID Number	Date of Meetings	Meeting Places	No of Participants			Issues Discussed	Replied by LGED
				Male	Female	Total		
	Improve ment of Thainkh ali-Dhama n Khali Road & Road ID: 422945 011	22/05/2024	In front of Mr. Kajol's shop in South Dhamon Khali village	7	0	7	5. Have any scopes to entry any grievances? 5. During construction to need additional private land for temporary basis?	that LGED will implement these sub projects with community participants and have scope to complain any grievances to UZ level GRC. • No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land. Contractor needs temporary basis additional land for construction materials. Local community has agreed to provide space beside the road keep the construction materials during construction work. • No, there are no livelihood of local people will be hampered, contractor need to engage local labor as priority during their construction work. • Contractor shall make sure the temporary divider /partition between construction areas for traffic movement.
	Improve ment of Yousuf Ali-Uttar Pukuria Road & Road ID: 422945 054	24/05/2024	In front of the shop of Mr. Afsar Miah in Kamariar village	16	0	16	6. Livelihood of local people will be hampered? 7. Have any scope for local labour? 8. Road will be blocked during work.	
Total participants =				69	0	69		

The key outputs of stakeholder consultation meeting are as follows:

1. Effective collaboration held on the consultation/FGD meeting between the stakeholders and LGED regarding these sub-projects' implementation.
2. If trees are requiring to cut-off, compensation will be given to the owner of the tree/s according to the guidelines of RPF.
3. If any daily labor affected during construction, mitigation measures will be taken following the guidelines of RPF.
4. Availability of first-aid boxes at the proposed sub-projects site.
5. Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among others.
6. Avoiding and minimizing adverse social impacts for the site selection, design and construction.

7. Ensured various stakeholders' participation, this enhanced their sense of belonging in the proposed sub-projects.
8. Identifying unavoidable adverse impacts and will ensure effective mitigation measures.
9. Ensuring social conflicts and grievance management during construction period.
10. Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding discrimination between male and female workers etc.)
11. Ensuring equal wage for female labor including site security and facilities.
12. Ensuring that GBV is not occurring at the working site.

8. Contractor and Labor Management:

Excluding a small percentage of the skilled workforce (technical), most of the workforces are expected to come from the local community who belong to same socio-economic, cultural, religious and demographic background. Based on consultations meeting with local stakeholders, implementing contractors need to hire some skilled workers from outside the project area. Therefore, due to only a small percentage of the workforce being from outside, the possibility of any conflicts within the workforce is low. Approximately, 162 Labors, skill: 41 (25 %) and unskilled: 121 (75 %) assuming to be generated during construction work within 270 active working man days (see table -4 no of labor and total active working man days). Based on public consultations it has been reported that women's participation in construction work is very limited. However, female labor force participation being low, even then, GBV training at the work sites will be ensured before the start of construction work to avoid any conflict and harassment or hate speech with male workers.

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

Table No: 4: Sub Project Wise Number of Labor and Total Active Working Days

Name of Subproject	Package No.	Road ID No.	Effective Length (Meter)	Tentative labor (Nos.)			Days	Total active working days
				Skill (25%)	Unskilled (75%)	Total		
A	B	C	D	E	F	G= E+F	H	I = H X G
Improvement of Ukhiya Daroga Bazar-Dosori Road	EMCRP/W12A	422944057	3700m	19	55	74	270	19980
Improvement of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road	"Do"	422945110	1000m	5	15	20	270	5400
Improvement of Thainkhali-Dhaman Khali Road	"Do"	422945011	1755m	9	26	35	270	9450
Improvement of Yousuf Ali-Uttar Pukuria Road	"Do"	422945054	1630m	8	25	33	270	8910
Grand Total =			8085m	41	121	162	270	43740

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

Contractors will develop specific procedures or plans so that adequate precautions are in place to

prevent or minimize an outbreak of COVID-19, and what shall be done if a worker gets sick.

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

10. Traffic Management:

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

11. Monitoring System:

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

12. Grievance Redress Mechanism (GRM):

The EMCRC 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, a grievance redress committee of 05 members consisting each of the concerned Union Label GRC. A grievance registers are maintaining at each Upazila and construction site to entry public and community's grievances. Community members are encouraged to lodge any grievances with the GRC at the Upazila and Union level and women are encouraged to lodge grievances at their convenience, which are given to the GRC for resolve. In addition, the PIU will be using contact details displayed on the Environmental and Social signboard and details stated in GRC leaflet, which have been published/distributed within projects area.

To address communities' grievances details procedure are given below;

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

Second level GRM (Upazila Level GRC): Complaints may also raise from the community initially due to project activities; these complaints shall be reported to the Upazila LGED Office/ Social Safeguard Specialist of D&SC or the team representative. If the complaints are not resolved at this stage, they will be forwarded to LGED's XEN for further action. The focal person shall fully document the following

information at the beginning stage as follows: (i) complainant name; (ii) the date the complaint was received; (iii) the nature of the complaint; (iv) location; and (v) how the complaint is 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 followed to assure functionality in the initial stages of the project.

Fourth Level (National Level): If a grievance remains unsolved at district level, it will be referred to the respected agencies at the national level i.e., MOLGRD&C. LGED will address the referred grievances using their existing grievances resolution protocols Safeguards focal points of relevant agencies will be responsible for facilitating the resolution process. All the meeting minutes of a particular case (level 1-level3) 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, on 2 November 2023 the Bangladesh Parliament approved amendments to the Bangladesh Labor Act, 2006, aligning it more with the International Labor Organization and Labor Rule 2015 with amended 2022. Labors of communities are also allowed to complain to any level directly.

In addition, communities and individuals who believe that they are adversely affected by this World Bank (WB) supported project may submit complaints to existing project-level grievance redress mechanisms or the WB's Grievance Redress Service (GRS). Complaints may be submitted at any time after concerns have been brought directly to the World Bank's attention. However, this GRM by no means will constitute the alternative for the aggrieved person to seek justice through country's existing judiciary system.

13. Positive Impacts by the Sub-Projects:

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

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

14. Social Management Plan (SMP):

Based on public consultation, a Social Management Plan (SMP) for four roads of Ukhiya Upazila under Cox's Bazar district identifies the mitigation and management activities that need to be in place in order to eliminate the marginal social impacts or to reduce them to an acceptable level and the process will be continued subsequently. Site-specific mitigation plans proposed in referenced to ESMF Guidelines are given below;

Project stage	Potential Social impacts/ Issues	Proposed Mitigation Measures	Institutional responsibility	Supervision Responsibility
Pre-Construction stage	Loss of land / and other physical assets	<ul style="list-style-type: none"> • No land acquisition is allowed in or nearby areas of the sub-project, or for any sub-project related activities. Therefore, no mitigation measures are suggested in this respect. • The Local community has agreed to provide space beside the road keep the construction materials during construction work. • We hope land related complaints will not come from neighbors in the sub-projects. If and whenever any land/physical assets related grievances are arising at any point of the subproject implementation, project GRCs will take due course of actions to resolve the issues or grievances. 	PIU	Safeguard team of PIU, PSC and D&SC
Pre-Construction stage	Loss of livelihood	<ul style="list-style-type: none"> • Under this subproject, there is no scope of negative impact on livelihoods of the people of the catchment area. Contractors need to engage local labor as a priority (both skilled and unskilled) at their construction work • Woman labor shall get priority at the time of labor recruitment. • Contractor shall maintain code of conduct for staff and labour • During construction work social safeguard compliance shall be maintained properly by the contractors. This will monitor by D&SC and PIU combined. 	PIU & Contractor	Safeguard team of PIU, PSC and D&SC
Pre-Construction stage	Loss of Business	<ul style="list-style-type: none"> • Based on Social Screening no business will be affected. Cash compensation equivalent replacement value of structure (or part of structure) will be compensated in case of affected. 	PIU & Contractor	Social Team of D&SC and PIU

Project stage	Potential Social impacts/ Issues	Proposed Mitigation Measures	Institutional responsibility	Supervision Responsibility
Pre-Construction stage	If residential Households are Affected?	<ul style="list-style-type: none"> Based on Social Screening no residence will be affected. Project avoided land acquisition from the beginning if any residential structures of the squatters identified then Project will be compensated for shifting the house in another government vacant land or LGED will take necessary steps for compensation in accordance with RPF, WB operational procedure (OP) and relevant government rules and regulations (ARIPA-2017). 	PIU & Contractor	Social Team of D&SC and PIU
Pre-Construction stage	If any Squatters are Affected?	<ul style="list-style-type: none"> Project impacts are insignificant. If any squatters are affected then project will pay Compensation according to project and World Bank safeguard policies. 	PIU & Contractor	Social Team of D&SC and PIU
Pre-Construction stage	Loss of Trees	<ul style="list-style-type: none"> Based on Social Screening no trees will be affected. If affected, cash compensation will ensure and will incur in BOQ for fruits bearing trees based on annual net product market multiplied by productive years. Cash compensation equivalent to prevailing market price of timber for non-fruit trees. 	PIU	Social Team of D&SC and PIU
Pre-Construction stage	Stakeholders Engagement	<ul style="list-style-type: none"> All the project stakeholders will be consulted and separate community level consultation meeting also conduct with the potential affected HHs (if needed). All the safeguard documents will be disclosed to all the relevant stakeholders before starting construction works. Local people must be consulted before starting the construction work. All the stakeholders will be informed about the GRM and to be ensured their membership as a member of GRC. 	PIU Contractor &	Safeguard team of PIU, PSC and D&SC.
Pre-Construction stage	Loss of right to access induced impacts.	<ul style="list-style-type: none"> In case of unavoidable circumstances, alternative access will be provided by the contractor. 	PIU	Safeguard team of PIU, PSC and D&SC.

Project stage	Potential Social impacts/ Issues	Proposed Mitigation Measures	Institutional responsibility	Supervision Responsibility
Construction stage	Safety Issues	<ul style="list-style-type: none"> • Awareness building program will be taken on social safety matters through imparting training from the project before commencement. At the same time, compliance shall be ensured by the contractor. • An unauthorized person entry to the proposed site shall be restricted and proper storage and control of hazardous materials on site ensured. • Health and safety training shall be ensured to the community. • Child labors are not allowed for any form of activities. • Site(s) shall be secured by fencing and by fencing and ridge (if needed). • Ensuring that clear safety policies and procedures are in place and strictly enforced is essential, as is regular inspection and maintenance of all workplace equipment. • Must be ensured immediately testing for COVID-19 affected labor even ensures testing for everybody working together and urgently consult with health experts consult with health experts. Contractor will take necessary measures with prior consent of local LGED, D&SC and PIU. 	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Construction stage	Traffic Management	<ul style="list-style-type: none"> • Detail Traffic management plan (TMP) will be developed by construction contractors, incorporating all forms of alternative routes, schedule, work plan, emergency arrangement, etc. in the TMP. • 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. 	Construction Contractor	Social & Environmental Specialist of PIU and D&SC

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

Project stage	Potential Social impacts/ Issues	Proposed Mitigation Measures	Institutional responsibility	Supervision Responsibility
				and D&SC
Construction stage	Followed PPE	<ul style="list-style-type: none"> Wherever required, personal protective equipment (PPE) such as ear plugs, earmuffs, helmets, etc. will be provided by the contractor to the persons working in high-risk areas. 	Construction Contractor	Social & Environmental Specialist of PIU and D&SC
Construction stage	Labor Base Host: Conflicts with the local residents.	<ul style="list-style-type: none"> An alternate arrangement for fuel wood, heating and cooking shall be arranged for the labors at labor camp. Awareness building session will be undertaken 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. Written records of this awareness building session shall be kept on site. Work force shall be prohibited from disturbing the flora, fauna including hunting of animals, wildlife hunting, poaching and tree felling. Treated water will be made available at site for drinking purpose. Adequate accommodation arrangements for labor forces. Adequate facilities ensuring sanitation for labor camps will be put in place. Labor code of conduct is to be disclosed through consultation and FGD. 	Construction Contractor	Social Development Specialist and Gender Specialist of PIU, PSC and D&SC
Construction phase	Health & Safety Risks	<ul style="list-style-type: none"> Exposure to health events during construction activities such as manual handling and musculoskeletal disorders, hand-arm vibration, temporary or permanent hearing loss, heat stress, and dermatitis. All construction equipment used for the execution of the project works shall be fit for purpose and carry valid inspection certificates and insurance requirements. 	PIU and Contractor	Environmental Consultant as well as Social Development and Gender Specialists of PIU, PSC, and D &SC

Project stage	Potential Social impacts/ Issues	Proposed Mitigation Measures	Institutional responsibility	Supervision Responsibility
		<ul style="list-style-type: none"> • Provide walkways that are designated as a walkway; all walkways shall be provided with good conditions underfoot; signposted and with adequate lighting. • An adequate number of staff and first aiders shall be on site in accordance with Bangladesh Labor Law requirements. • First aid kit with adhesive bandages, antibiotic ointment, antiseptic wipes, aspirin, non-latex gloves, scissors, thermometer, etc. shall be made available by the contractor on site. • Awareness training sessions will be established and provided to all personnel involved during the construction phase in order to highlight the heat related illnesses of working in hot conditions such as heat cramps, heat exhaustion, heat stroke, dehydration. • Ensure adequate quantities of drinking water are available at different locations within the site. • Based on ESMF construction, contractor will deploy Social Safeguard officer to ensure safety measures. 		
Operation and Maintenance	Traffic Accidents	<ul style="list-style-type: none"> • Clear diversion/temporary road markings. • Diversion road design to ensure traffic speed is not hazardous given slopes of the diversion. • Recording and reporting of accident incidents to local police station. 	PIU	PSC, LGED and Local Governance institution
Operation & Maintenance	The sub-projects are expected to be sustainable	<ul style="list-style-type: none"> • The safeguard issues and maintenance of the roads will be taken care of by the concerned Union Parishad and Upazila Parishad for sustainability. 	Union council and Upazila Parishad	LGED and Local Governance institution
Operation & Maintenance	Traffic movement and economic enhancement	<ul style="list-style-type: none"> • LGED expects that after completion of road, traffic movement will be increased, diverted traffic will be generated, and the lives and 	Local Government institution	Union Parishad

Project stage	Potential Social impacts/ Issues	Proposed Mitigation Measures	Institutional responsibility	Supervision Responsibility
		livelihood of people will be improved of the catchment area. • Important places and institutions will be well connected. • People will enjoy improved connection to local schools, colleges, and other educational institutions.		
Decommissioning during the project implementation period (including site clearance after the construction)	Health & safety risks to workers & Local community	• 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.	PIU, Contractor, D & SC	LGED and Upazila Parishad

15. Recommendations:

It is the responsibility of the construction contractor, D&SC and Upazila LGED to consult with the concerned communities and stakeholders and publish all relevant project construction information and documentation during construction and keep at the site office. Based on the screening results, it has been confirmed that there is sufficient government land to implement these three sub-projects.

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

Social security issues are important during construction. Before commencing the construction work, a short orientation course to be arranged by the contractor for the stakeholders involved in the road's improvement work with the necessary awareness, motivation and proper performance of their assigned responsibilities.

16. Conclusions:

Social screening and engineering survey confirmed that land acquisition would not be required for sub-projects improvement. In addition, the problems of migration and population displacement are not expected to be raised during the construction of the sub-projects. There is sufficient existing Right of Way (RoW) to implement the proposed sub-project and it has been decided to implement the roads which are entirely on government land. A management plan has been developed to mitigate if any problems that may arise during construction. In addition, the proposed sub-projects are not expected to affect any community/common property/cultural center/archeological feature. Therefore, the implementation of the sub-projects is not expected to have any significant negative social impact.

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

aspects of the area, as well as to the local economy.

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

Annex-01: At a Glance Key Findings by Social Screening of 4 (Four) Sub Project's Under Package Number EMCRP/W12A at Ukhiya Upazila in Cox's Bazar District.

SI #	Name of Subproject	Package No.	Road ID No.	Nature of work	Location of Sub Project	Effective Length of the road (Meter)	Ownership of Proposed Land	Loss of livelihood due to construction	Status of Land Acquisition (LA) Yes/No	Status of Replacement & Relocation Yes/No	Status of Resettlement Yes/No	Tribal People	Status of Stakeholders Consultation	Recommendation
1	Improvement of Ukhiya Daroga Bazar-Dosori Road	EMCRP/W12A	422944057	Bituminous Carpeting (BC)	Ukhiya Upazila in Cox's Bazar district	3700m	Government land	No	No	No	No	No	Done	Recommended for implementation
2	Improvement of Shilerchora Payadachi Barua Bari-Dakshin Maskaria Road	"Do"	422945110	"Do"		1000m	Government land	No	No	No	No	No	Done	Recommended for implementation
3	Improvement of Thainkhali-Dhaman Khali Road	"Do"	422945011	"Do"		1755m	Government land	No	No	No	No	No	Done	Recommended for implementation
4	Improvement of Yousuf Ali-Uttar Pukuria Road	"Do"	422945054	"Do"		1630m	Government land	No	No	No	No	No	Done	Recommended for implementation

Description of EMCRP/W12A (According to Field Data)

Sl #	Name of Subproject & Road ID No.	Package & ID No.	Name of the Upazila	Starting Point	Ending Point	Effective Length of the road (Meter) (Out sight Camp)	Consulting Meeting Date	Consulting Meeting time	Venue	Participants	Outcomes
1	Improvement of Ukhiya Daroga Bazar-Dosori Road & Road ID: 422944057	EMCRP/W12A	Ukhiya	Latitude Value: 21.241201° N Longitude Value: 92.130886° E	Latitude Value: 21.244462° N Longitude Value: 92.131675° E	3700m	22/05/2024	9.30 AM & 1:45 PM	Rajapalong Union Parishad	Local government Representatives (Union Parishad Chairman & members)	<ul style="list-style-type: none"> • Effective coordination will be created between the stakeholders and Government regarding construction for four roads at different sites in Ukhiya Upazila, Cox's Bazar district. • Availability of first-aid boxes at the proposed sub-project sites. • Training for concern stakeholders regarding social safety & security, traffic management, labor influx, among

							22/05/2024	11.30 AM	Sub-Project Area	Local Stakeholders (Host Communities)	<p>others.</p> <ul style="list-style-type: none"> • Avoiding and minimizing adverse social impacts for the site selection, design and construction. • Ensuring various stakeholders' participation, which will enhance their sense of belonging in the proposed sub-project. • Identifying unavoidable adverse impacts and ensure effective mitigation measures. • Ensuring social conflicts and grievance management during construction period. • Following labor laws strictly, including recruitment of child labor, adequate code of conduct for labor, wages, avoiding wage discrimination between male and
2	Improvement of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road & Road ID: 422945110	"Do"	"Do"	Latitude Value: 21.23292° N Longitude Value: 92.14783° E	Latitude Value: 21.22524° N Longitude Value: 92.14478° E	1000m	22/05/2024	9.30 AM	Rajapalong Union Parishad	Local government Representatives (Union Parishad Chairman & members)	
							22/05/2024	3.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
3	Improvement of Thainkhali-Dhaman Khali Road & Road ID: 422945011	"Do"	"Do"	Latitude Value: 21.170531° N Longitude Value: 92.159401° E	Latitude Value: 21.17388889° N Longitude Value: 92.16888889° E	1755m	22/05/2024	11.15 AM	Palongkhali Union Parishad	Local government Representatives (Union Parishad Chairman & members)	
							22/05/2024	5.50 PM	Sub-Project Area	Local Stakeholders (Host Communities)	
4	Improvement of Yousuf Ali-Uttar Pukuria Road & Road ID: 422945054	"Do"	"Do"	Latitude Value: 21.27411° N Longitude Value: 92.13059° E	Latitude Value: 21.26594° N Longitude Value: 92.12189° E	1630m	22/05/2024	9.30 AM	Rajapalong Union Parishad	Local government Representatives (Union Parishad Chairman & members)	
							24/05/2024	12.45 AM	Ratnapalong Union Parishad	Local government Representative	

										es (Union Parishad Chairman & members)	female workers etc. <ul style="list-style-type: none"> Ensuring equal wages for female labor including site security and facilities. Ensuring that GBV is not occurring at the work site.
							24/05/2024	7.00 PM	Sub-Project Area	Local Stakeholders (Host Communities)	

Crest / Top Width of Package Of 4 Sub Project's Under Package Number EMCRP/W12A (According to Field Data), LGED.

Sl. No.	Name of Subproject	Package No.	Road ID No.	Effective Length of the road (Meter)	Name of the Upazila	Name of the Union	Left Slope (Meter)	Average Crest/Top Width (Meter)	Right Slope (Meter)	Total Width (Meter)	Remarks
A	B	C	D	E	F	G	H	I	J	K = H + I + J	L
1	Improvement of Ukhiya Daroga Bazar-Dosori Road	EMCRP/W12A	422944057	3700m	Ukhiya	Rajapalong	0.6	3.70	0.6	4.9	
2	Improvement of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road	"Do"	422945110	1000m	"Do"	Rajapalong	0.6	3.70	0.6	4.9	
3	Improvement of Thainkhali-Dhaman Khali Road & Road ID:	"Do"	422945011	1755m	"Do"	Palongkhali	0.6	3.70	0.6	4.9	
4	Improvement of Yousuf Ali-Uttar Pukuria Road	"Do"	422945054	1630m	"Do"	Rajapalong & Ratnapalong	0.6	3.70	0.6	4.9	

Annex-02: Pictures of Existing View & Location of 4 (Four) Sub-Projects Under Package EMCRP/W12A, LGED.



Improvement of Ukhiya Daroga Bazar-Dosori Road under package number EMCRP/W12A & Road ID: 422944057, LGED.



Improvement of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road under package number EMCRP/W12A & Road ID: 422945110, LGED.



Improvement of Thainkhali-Dhaman Khali Road under package number EMCRP/W12A & Road ID: 422945011, LGED.



Improvement of Yousuf Ali-Uttar Pukuria Road under package number EMCRP/W12A & Road ID: 422945054, LGED.

Annex-03: Social Screening of Improvement at Ukhiya Daroga Bazar-Dosori Road under package number EMCRP/W12A & Road ID: 422944057, LGED.

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The Proposed Ukhiya Daroga Bazar-Dosori Road to be improved with Bituminous Carpeting (BC) from 1000m to 4700m. Out of which the actual effective length of the road to be improved by Bituminous Carpeting (BC) will be 3700 meters. Based on field survey, this proposed road is at present Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen. The proposed Ukhiya Daroga Bazar Dosori Road will be improved in the existing alignment under the package of EMCRP/W12A is running through the localities of Hazirpara, Maliarkul, Changkola, Dosori and Khairatipara under Rajapalong union at ward no. 1, 3 & 6 of Ukhiya Upazila in Cox's Bazar District. This road is starting on the infront of Shah Alom Jakob house point of Hazirpara village at ward no. 6 on the east side and ending on the besides of Ali Akbar house point of Dosori village at ward no. 3 on the south side under Rajapalong union. The proposed road is mainly used by people from 05 villages. The names of the villages are Hajir Para, Maliarkul, Changkola, Dosori, and Khoirati Para respectively. The proposed road has started from Hajirpara Sha-Alom's house point (East Side). Ending on Dosori village, Rofik Dinerghona, Abdul Alom's house point (South side). From the Starting to the end of the proposed road, there are several roads connected in this road such as 01. Bagan Pahar Khoirati para road, 02. Modhurchora Boroitoli road, 03. Teliapahar road, 04. Tarek Ghona road, 05. Sha-Alomer Ghona Road and 06. Rustom Ali Ghona connecting road. Starting point GPS Coordinate of Ukhiya Daroga Bazar-Dosori Road: Latitude Value: 21.241201° N. Longitude Value: 92.130886° E. Ending point GPS Coordinate of Ukhiya Daroga Bazar-Dosori Road: Latitude Value: 21.244462° N. Longitude Value: 92.131675° E.

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

Directions	Features
North	Moharatan Sarbojonin Buddhist temple (549m), PULSE Bangladesh training resource center (660m), Khoyratipara jame mosque (838m), GUK training and community center (941m), Mosque (877m), Khairati Govt. primary school (208m)
South	West Folia jame mosque (457m), Folia Para-Community center (773m), Chora (20m), Mosque (918m)
East	Hajipara jame mosque (155m), Ukhiya Govt. high school (892m), Ukhiya Teknaf highway (867m), Molivipara jame mosque (502m), Pond (737m), Docchori Paharika GPS (29m), Chora (19m), BRAC Pre-primary school (916m)
West	Chora (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:

Proposed Ukhiya Daroga Bazar-Dosori Road is situated at Rajapalong Union, Ward No.- 01, 03 and 06, Post Code No.-4750 of Ukhiya Upazila in Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.241201° N. Longitude Value: 92.130886° E. Ending point GPS Coordinates: Latitude Value: 21.244462° N. Longitude Value: 92.131675° E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village Road, Type-A with a proposed design of Bituminous Carpeting (BC) from Ch.1000m to Ch. 4700m. Out of which the actual effective length of the road to be improved by Bituminous Carpeting (BC) will be 3700 meters.
- As some parts of the proposed road are high and low and the width is less, proposed to include the volume calculation of Earth Work by accepting the level survey of the road to increase the width and height of the road.
- Proposed Construction of 6 RCC Box Culverts (4.50m x 4.50m) at Ch: 1564m, 3561m, 4375m, 4663m (4) & (3.00m x 3.00m), (2.50m x 2.50m).
- Proposed Construction of 4 X-Drains (0.975m x 0.975m) at Ch: 1978m, 2856m, 3167m & 4066m.
- Proposed Construction of Gide wall total (495m x 2.0m).
- Proposed Construction of RCC Retaining wall (176m x 3.0m) and (311m x 5.0m).
- Proposed Construction of 730 meters L-Drains at different chainages.
- Proposed road safety providing include Road Name Plate, Kilometer Post, Guide Post, Traffic Sign and Road marking.

Important Features of Sub-project Location			
Road ID	Road ID- 422944057		
Package No:	EMCRP/W12A		
District	Cox’s Bazar		
Upazila	Ukhiya		
Union	Rajapalong		
WARD	01, 03 & 06		
Post Code Number	Ukhiya 4750		
Occupation of the Catchment Area People	Agriculture	40%	
	Expatriate employee	5%	
	Service Holder	5%	
	Day Labor	40%	
	Businessman	2%	
	Others	8%	
Proposed Chainage	Ch. 1000-4700m		
Effective Length	3700m		
Distance from Upazila Head quarter	800m.		
Present Condition of Road	Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen		
Road Type	Village Road-A		
Proposed Intervention Type	Bituminous Carpeting (BC)		
Coordinates of Road	Location Type	Latitude Value	Longitude Value
	Starting Point	21.241201° N	92.130886° E
	Ending Point	21.244462° N	92.131675° E
Land ownership	Government Land		

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: Foreign worker will not be needed for the construction work of proposed sub project. Based on consultation with local stakeholders, most of the workforces are available in the locality. The unskilled workforces are available in the local and project area but the skilled workforces will be need to hire from outside by the contractor as required in the project. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need. It's clearly discussed in the FGD.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces</p>

	<p>are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required. Approximately 74 skilled and unskilled workforces are expected to be required for the construction work. Among them 19 will be skilled and 55 will be unskilled workforces.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Local community workers are expected to be hired from the local area, so that they do not need to stay at the construction site as they will come from their own homes, but skilled workers who are coming from outside, will construct sheds for a temporary accommodation. The size of the shed will depend on the number of outside workers. Based on the opinion of all concerned including Field Residential Engineer (FRE) and Upazila Engineer in the local consultation meeting, temporary labor sheds and stockyard would be done anywhere on the proposed road in Government or private Land.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 14300. Male- 6800 and Female- 7500. The total number of families are near about 2650.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about Seven (7) to Eight (8) thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Incoming workers are very low in numbers, so there will be no competition in using of resources.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming worker's duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p>

	<p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>
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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 Bituminous Carpeting (BC) construction.
2. Is the site for land taking known?	✓			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken Herring Bone Bond (HBB), Brick Flat Soling (BFS) and Earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project?				
Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader, law enforcement agency and implementing agencies and their agencies,				

local elected representative, local administration, Development partners and local and international NGOs working with local communities etc.
<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>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.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Unexpected noise and sound pollution may be generated in the adjacent locality. It also can hamper the study of the children as well as old ages during the construction period. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen/broken Herring-bone Bond (HBB) road of the villages can damage the poor existing road which can hamper the mobility of the local people. • Some skilled and unskilled laborers will be engaged from host communities or outside, it may create conflict because Incoming labors may engage with anti-social activities which can challenge the values system of the society. • To establish the scheme tasks, some outsider labor, technicians will be engaging over there; so, scope to arise social conflict might be raised gender and gender-based violence issues eve teasing etc. are being addressed through mainstreaming activities. As the mitigation measure the SS team and GRC following the respective GRM, will aware on GBV and motivate the community through consultation meeting, counseling. • During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local government representatives, local elites, CSO, School teachers, and students regarding the construction of Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant (D&SC) and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased. • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenarios will be changed. • The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are improved at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-04: Social Screening of Improvement at Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road under package number EMCRP/W12A & Road ID: 422945110, LGED.

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The Proposed Shilerchora Peyadachi Barua Bari-Dakkhin Maskaria Road to be improved with Bituminous Carpeting (BC) from Ch.00m to 1000m. Based on field survey, this proposed road is at present Earthen Road. It will be improved in the existing alignment under the package of EMCRP/W12A is running through the localities of Shillerchora, Maskaria, Modhuchora and Lambashia under Rajapalong union at ward no. 6 of Ukhiya Upazila in Cox's Bazar District. This road is starting on the infront of Priodarshi Barua house point of Shillerchora village on Shillerchora to Maskaria Road at the south side and ending on Fazal's shop point on Foliapara to WFP warehouse Road of Foliapara village at ward no. 6 at the west side under Rajapalong union. The proposed road is mainly used by people from 04 villages. The names of the villages are Shilerchora, Maskaria, Modhurchora, Lambashia respectively. The proposed road has started from Shilerchora, Priodorshi Borua's House. This road is on the opposite side of the Boddho Mondir on South Maskaria road. Ending on South Maskaria village, Foliapara road, near Mr. Fojol's shop (Mudi). Starting point GPS Coordinate of Shilerchora Peyadachi Barua Bari-Dakkhin Maskaria Road: Latitude Value: 21.23292° N. Longitude Value: 92.14783°E. Ending point GPS Coordinate of This Road: Latitude Value: 21.22524° N. Longitude Value: 92.14478° E.

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

Directions	Features
North	World vision field office (733m), MSF project office (811m), Cox's bazar-Teknaf highway (548m)
South	Maskaria Bhumihin jame mosque (535m), IOM immigration hub (526m), Jahangir Kabir GPS (868m)
East	Gujar Begum Chowdhury GPS (98m), Pond (566m), IOM Logistic Club (766m)
West	Faliapara Govt. Primary school (795m), Machkaria Dhefa shapla Bill (20m), Foliyapara mosque (981m), Alimia Jame Mosque (368m)

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

Sub-project Location:

Proposed Shilerchora Peyadachi Barua Bari-Dakkhin Maskaria Road is situated at Rajapalong Union, Ward No.-06, Post Code No.-4750 of Ukhiya Upazila in Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.23292° N. Longitude Value: 92.14783°E. Ending point GPS Coordinates: Latitude Value: 21.22524° N. Longitude Value: 92.14478° E. Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village Road, Type-B with a proposed design of Bituminous Carpeting (BC) from Ch. 00 to Ch. 1000m.
- As some parts of the proposed road will be done Earthen Shoulder, Slop, proposed to include the volume calculation of Earth Work by accepting the level survey of the road to increase the width and height of the road.
- Proposed Construction of 1 RCC Box Culverts (4.00m x 4.00m) at Ch: 2418m and 2 RCC Box Culvert (2.00m x 1.50m) at Ch.: 28m, 1120m.
- Proposed Construction of Gide wall (410m x 2.0m) Total (202m x 2.50m).
- Proposed Construction of RCC Retaining wall (390m x 2.50m).
- Also proposed road safety providing include Road Name Plate, Kilometer Post, Guide Post, Traffic Sign and Road marking.

Important Features of Sub-project Location

Road ID	422945110
Package No:	EMCRP/W12A
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong
WARD	06

Post Code Number	Ukhiya 4750	
Occupation of the Catchment Area People	Agriculture	70%
	Expatriate employee	5%
	Service Holder	2%
	Day Labor	10%
	Businessman	5%
	Others	8%
Proposed Chainage	Ch. 00 - 1000m	
Effective Length	1000m	
Distance from Upazila Head quarter	2 Km.	
Present Condition of Road	Earthen	
Road Type	Village Road-B	
Proposed Intervention Type	Bituminous Carpeting (BC)	
Coordinates of Road	Location Type	Latitude Value
	Starting Point	21.23292° N. 92.14783° E.
	Midpoint 1	21.23108° N 92.14733° E
	Ending Point	21.22524° N. 92.14478° E.
Land ownership	Government Land	

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: Foreign worker will not be needed for the construction work of proposed sub project. Based on consultation with local stakeholders, most of the workforces are available in the locality. The unskilled workforces are available in the local and project area but the skilled workforces will be need to hire from outside by the contractor as required in the project. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need. It's clearly discussed in the FGD.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required. Approximately 20 skilled and unskilled workforces are expected to be required for the construction work. Among them 05 will be skilled and 15 will be unskilled workforces.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as</p>

	<p>conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Local community workers are expected to be hired from the local area, so that they do not need to stay at the construction site as they will come from their own homes, but skilled workers who are coming from outside, will construct sheds for a temporary accommodation. The size of the shed will depend on the number of outside workers. Based on the opinion of all concerned including Field Residential Engineer (FRE) and Upazila Engineer in the local consultation meeting, temporary labor sheds and stockyard would be done anywhere on the proposed road in Government or private Land.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 4000. Male- 1960 and Female- 2040. The total number of families are near about 800.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about Five to Six thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Incoming workers are very low in numbers, so there will be no competition in using of resources.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming worker's duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Bituminous Carpeting (BC) construction.
2. Is the site for land taking known?	✓			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Earthen
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader, law enforcement agency and implementing agencies and their agencies, local elected representative, local administration, Development partners and local and international NGOs working with local communities etc.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy or project. Moreover, conducive environment in terms of social and cultural perspective are exist in the project area that is why stakeholder will get positive benefit from the project considering the scope of equal participation.				

<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Unexpected noise and sound pollution may be generated in the adjacent locality. It also can hamper the study of the children as well as old ages during the construction period. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen/broken Herring-bone Bond (HBB) road of the villages can damage the poor existing road which can hamper the mobility of the local people. • Some skilled and unskilled laborers will be engaged from host communities or outside, it may create conflict because Incoming labors may engage with anti-social activities which can challenge the values system of the society. • To establish the scheme tasks, some outsider labor, technicians will be engaging over there; so, scope to arise social conflict might be raised gender and gender-based violence issues eve teasing etc. are being addressed through mainstreaming activities. As the mitigation measure the SS team and GRC following the respective GRM, will aware on GBV and motivate the community through consultation meeting, counseling. • During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local government representatives, local elites, CSO, School teachers, and students regarding the construction of Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant (D&SC) and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased. • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenarios will be changed. • The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are improved at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-05: Social Screening of Improvement at Thainkhali-Dhaman Khali Road under package number EMCRP/W12A & Road ID: 422945011, LGED.

Local Government Engineering Department (LGED)

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

Social Screening of Sub-Project (Filled Form)

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The Proposed Thainkhali Dhaman Khali Road to be improved with Bituminous Carpeting (BC) from Ch. 00m to 1755m. Based on field survey, this proposed road is at present Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen. It will be improved in the existing alignment at Palongkhali Union, Ward No. 02,03 & 04, Post Code No.-4750 of Ukhiya Upazila under Cox's Bazar District. The proposed road is mainly used by people from 05 villages. The names of the villages are Thainkhali, Gojgona, North Rohmoter Beel, South Damankhali, North Damankhali respectively. This road has started on the Gojoghona Playground point of Thainkhali Gojoghona village at ward no. 4 on Thainkhali High School Road at the west side and ending on the DC Road of Dhamankhali village at ward no. 2 at the east side under Palongkhali union. Starting point GPS Coordinate of Thainkhali Dhaman Khali Road: Latitude Value: 21.170531° N. Longitude Value: 92.159401°E. Ending point GPS Coordinate of this Road: Latitude Value: 21.17388889° N. Longitude Value: 92.16888889° E.

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

Directions	Features
North	Damonkhali GPS (5m), Uttar Gojghuna Talimul Mosque (895m)
South	West Damonkhali Jame Mosque (29m), Rahmater bill Dakhil madrasa (400m), Uttar Rahmater bill jame mosque (482m), BRAC HCMP (810m), Rahmater bill graveyard (865m), Rahmater bill GPS (968m)
East	Untitled Polygon (340m)
West	Thaingkhali Dakhil madrasa (267m), Teknaf-Ukhiya-Cox's bazar highway (453m), Palongkhali Union Parishad (636m), Camp 14 CIC office (932m), Thaingkhali bazar (429m), Thainkhali graveyard (546m), Thaingkhali station mosque (466m)

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

Sub-project Location:

Proposed Thainkhali Dhaman Khali Road is situated at Palongkhali Union, Ward No. 02,03 & 04, Post Code No.- Balukhali 4750 of Ukhiya Upazila under Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.170531° N. Longitude Value: 92.159401°E. Ending point GPS Coordinate of this Road: Latitude Value: 21.17388889° N. Longitude Value: 92.16888889° E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village Road, Type-B with a proposed design of Bituminous Carpeting (BC) from Ch.00 to Ch. 1755m by surface survey. Based on field survey, this proposed road is at present Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen. As the proposed road is unusable, the road has been proposed by BC to facilitate movement of local public, school, college, madrasa students, social development and above all local communication system and to facilitate the movement of soldiers of Balukhali BGB camp.
- As some parts of the proposed road will be done Earthen Shoulder, Slop, proposed to include the volume calculation of Earth Work by accepting the level survey of the road to increase the width and height of the road.
- Proposed Construction of 8 X-Drains (0.975m x 0.975m) at Ch: 205m, 510m, 658m, 1027m, 1085m, 1490m, 1555m.
- Proposed Construction of Palisading at different Chainages total 893m.
- Proposed Construction of 493 meters L-Drains and 440-meter U-Drain.
- Proposed Construction of 6 RCC Box Culverts (2.00m x 1.50m) at Ch: 767m, 1142m, 1332m & 1395m. (2.50m x 2.50) at Ch: 78m. (2.00m x 2.00m) at Ch: 836m.
- Proposed road safety providing include Road Name Plate, Kilometer Post, Guide Post, Traffic Sign and Road marking.

Important Features of Sub-project Location

Road ID	422945011
Package No:	EMCRP/W12A
District	Cox's Bazar
Upazila	Ukhiya
Union	Palongkhali

WARD	02, 03 & 04														
Post Code Number	Balukhali 4750														
Occupation of the Catchment Area People	<table><tr><td>Agriculture</td><td>60%</td></tr><tr><td>Fisherman</td><td>10%</td></tr><tr><td>Service Holder</td><td>5%</td></tr><tr><td>Day Labor</td><td>10%</td></tr><tr><td>Businessman</td><td>10%</td></tr><tr><td>Others</td><td>5%</td></tr></table>			Agriculture	60%	Fisherman	10%	Service Holder	5%	Day Labor	10%	Businessman	10%	Others	5%
Agriculture	60%														
Fisherman	10%														
Service Holder	5%														
Day Labor	10%														
Businessman	10%														
Others	5%														
Proposed Chainage	00-1755m														
Effective Length	1755m														
Distance from Upazila Head quarter	15 Km														
Present Condition of Road	Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen														
Road Type	Village Road-B														
Proposed Intervention Type	Bituminous Carpeting (BC)														
Coordinates of Road	<table><tr><th>Location Type</th><th>Latitude Value</th><th>Longitude Value</th></tr><tr><td>Starting Point</td><td>21.170531° N</td><td>92.159401°E</td></tr><tr><td>Ending Point</td><td>21.17388889° N</td><td>92.16888889° E</td></tr></table>			Location Type	Latitude Value	Longitude Value	Starting Point	21.170531° N	92.159401°E	Ending Point	21.17388889° N	92.16888889° E			
Location Type	Latitude Value	Longitude Value													
Starting Point	21.170531° N	92.159401°E													
Ending Point	21.17388889° N	92.16888889° E													
Land ownership	Government Land														

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: Foreign worker will not be needed for the construction work of proposed sub project. Based on consultation with local stakeholders, most of the workforces are available in the locality. The unskilled workforces are available in the local and project area but the skilled workforces will be need to hire from outside by the contractor as required in the project. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need. It's clearly discussed in the FGD.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required. Approximately 35 skilled and unskilled workforces are expected to be required for the construction work. Among them 09 will be skilled and 26 will be unskilled workforces.</p> <p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as</p>

	<p>conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Local community workers are expected to be hired from the local area, so that they do not need to stay at the construction site as they will come from their own homes, but skilled workers who are coming from outside, will construct sheds for a temporary accommodation. The size of the shed will depend on the number of outside workers. Based on the opinion of all concerned including Field Residential Engineer (FRE) and Upazila Engineer in the local consultation meeting, temporary labor sheds and stockyard would be done anywhere on the proposed road in Government or private Land.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 21600. Male- 10584 and Female- 11016. The total number of families are near about 2700.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about Ten to Twelve thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Incoming workers are very low in numbers, so there will be no competition in using of resources.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming worker's duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p> <p>Answer: Yes, local communities are closely involved with this project. Several consultation meeting and informal interaction with local community have been conducted effectively.</p>

Section B.2. Land acquisition and stakeholder screening

Probable Involuntary Resettlement Effects	Yes	No	Not Known	Remarks
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Bituminous Carpeting (BC) construction.
2. Is the site for land taking known?	✓			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project? Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader, law enforcement agency and implementing agencies and their agencies, local elected representative, local administration, Development partners and local and international NGOs working with local communities etc.				
14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project? Answer: No social and cultural factors will affect the ability of stakeholders to participate or benefit from the proposed policy				

<p>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>
<p>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.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups? Answer: As a result of 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? Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Unexpected noise and sound pollution may be generated in the adjacent locality. It also can hamper the study of the children as well as old ages during the construction period. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen/broken Herring-bone Bond (HBB) road of the villages can damage the poor existing road which can hamper the mobility of the local people. • Some skilled and unskilled laborers will be engaged from host communities or outside, it may create conflict because Incoming labors may engage with anti-social activities which can challenge the values system of the society. • To establish the scheme tasks, some outsider labor, technicians will be engaging over there; so, scope to arise social conflict might be raised gender and gender-based violence issues eve teasing etc. are being addressed through mainstreaming activities. As the mitigation measure the SS team and GRC following the respective GRM, will aware on GBV and motivate the community through consultation meeting, counseling. • During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary. Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local government representatives, local elites, CSO, School teachers, and students regarding the construction of Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant (D&SC) and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased. • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • 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 Improvement at Yousuf Ali-Uttar Pukuria Road under package number EMCRP/W12A & Road ID: 422945054, LGED.

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

Section A: Sub-Project Overview

Description of sub-project/component interventions:

The Proposed Yousuf Ali-Uttor Pukuria Road to be improved with Bituminous Carpeting (BC) from Ch.00m to 1630m. Based on field survey, this proposed road is at present Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen. This road passes over two unions. It will be improved in the existing alignment at Rajapalong and Ratnapalong Union, Ward No. 02 & 06, Post Code No.- Ratnapalong 4750 of Ukhiy Upazila under Cox's Bazar District. The proposed road is mainly used by people from 03 villages. The names of the villages are Uttor Pukuria, West Kamariar Beel, Goyalmara respectively. This road has started on the infront of Afsar Mia's shop point of West Kamariar bil village at ward no. 6 under Ratnapalong union on Goyalmara Road at the north side and ending on the North Pukuria village at ward no. 2 under Rajapalong union at the south side of Ukhiya upazila. From the Starting to the end of the proposed road, there are several roads connected in this road such as 01. Madrassa Road (1170ch.) 02. Goyalmara Connecting Road (835ch.), 03. Uttor Pukuria Road (300ch.). Starting point GPS Coordinate of Yousuf Ali-Uttor Pukuria Road: Latitude Value: 21.27411° N. Longitude Value: 92.13059°E. Ending point GPS Coordinate of This Road: Latitude Value: 21.26594° N. Longitude Value: 92.12189° E.

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

Directions	Features
North	Jhautola road (5m), Mohammadia Jame mosque (140m), Ruhuler Deba Govt. primary school (563m), Dakshin Ratna Mozahar Ghona GPS (641m)
South	Chora (139m), Cox's bazar-Teknaf highway (685m), Abul Kashem Noorjahan Chowdhury High School (952m), Uttor Pukuria community clinic (555m)
East	Uttor Pukuria GPS (25m), Kamariar bill GPS (388m), Pocchim Goyalmara Mosque (955m), Purbo Kamariar bill (907m)
West	Uttor Pukuria jame mosque (455m)

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:

The Proposed Yousuf Ali-Uttor Pukuria Road is situated at Rajapalong and Ratnapalong Union, Ward No.-02 & 06, Post Code No.-4750 of Ukhiya Upazila in Cox's Bazar District. Starting point GPS Coordinates: Latitude Value: 21.27411° N. Longitude Value: 92.13059°E. Ending point GPS Coordinates: Latitude Value: 21.26594° N. Longitude Value: 92.12189° E.

Package summery works of proposed road are mentioned below;

- The Sub-Project is categorized as a village Road, Type-B with a proposed design of Bituminous Carpeting (BC) from Ch.00 to Ch. 1630m.
- As some parts of the proposed road will be done Earthen Shoulder, Slop, proposed to include the volume calculation of Earth Work by accepting the level survey of the road to increase the width and height of the road.
- Proposed Construction of 6 RCC Box Culverts (1.00m x 1.50m) at Ch: 1225m, 1255m, and 1573m.
- Proposed Construction of 15 X-Drains (0.975m x 0.975m) at Ch: 13m, 78m, 395m, 550m, 592m, 700m, 746m, 840m, 865m, 955m, 1044m, 1118m, 1339m, 1422m & 1512m.
- Proposed Construction of 800-meter Palisading wall and Gide wall at different Ch. (127m x 2.0m) & (13m x 2.5m).
- Proposed Construction of 480 meters L-Drain and 21-meters U-Drain.
- Proposed road safety providing include Road Name Plate, Kilometer Post, Guide Post, Traffic Sign and Road marking.

Important Features of Sub-project Location

Road ID	422945054
Package No:	EMCRP/W12A
District	Cox's Bazar
Upazila	Ukhiya
Union	Rajapalong, Ratnapalong
WARD	02 & 06

Post Code Number	Ratnapalong 4750		
Occupation of the Catchment Area People	Agriculture	70%	
	Expatriate employee	0%	
	Service Holder	5%	
	Day Labor	20%	
	Businessman	5%	
	Others	0%	
Proposed Chainage	Ch. 00 - 1630m		
Effective Length	1630m		
Distance from Upazila Head quarter	2.5 Km.		
Present Condition of Road	Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen		
Road Type	Village Road-B		
Proposed Intervention Type	Bituminous Carpeting (BC)		
Coordinates of Road	Location Type	Latitude Value	Longitude Value
	Starting Point	21.27411° N	92.13059° E
	Midpoint 1	21.27184° N	92.12856° E
	Midpoint 2	21.2706° N	92.12675° E
	Midpoint 3	21.26696° N	92.12223° E
	Midpoint 4	21.27065° N	92.12502° E
	Midpoint 5	21.26852° N	92.12401° E
	Ending Point	21.26594° N	92.12189° E
Land ownership	Government Land		

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

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

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

Section B: Social Screening

Key Screening questions	Aspects to Consider
Will the project potentially involve an influx of workers to the project location, and will the influx be considered significant for the local community?	<p>✓ How many foreign and local workers will be needed for the remaining period of the project, with what skill set?</p> <p>Answer: Foreign worker will not be needed for the construction work of proposed sub project. Based on consultation with local stakeholders, most of the workforces are available in the locality. The unskilled workforces are available in the local and project area but the skilled workforces will be need to hire from outside by the contractor as required in the project. If contractors need to hire some skilled workers from outside to the project area for implementing work as per contractors need. It's clearly discussed in the FGD.</p> <p>✓ Can the project hire workers from the local workforce?</p> <p>Answer: Definitely, the project hire workers from the local workforce as project required, because in sub project areas have an enough worker, both skilled and unskilled. But labor function was how to manage, it's totally depending on required by the implementation contractors.</p> <p>✓ What is the size and skill level of the existing local workforce?</p> <p>Answer: Based on consultation with local stakeholders, it has revealed that most of the workforces are available in the locality but implementing contractors need to hire skilled workforce from outside the project area as required. Approximately 33 skilled and unskilled workforces are expected to be required for the construction work. Among them 08 will be skilled and 25 will be unskilled workforces.</p>

	<p>✓ If the skill level of the local workforce does not match the needs of the project, can they be trained within a reasonable timeframe to meet project requirements?</p> <p>Answer: Labors is available in this area, enough unskilled and skilled. If the skill level of the local workforce does not match the need of the project, they can serve the purpose of skill labor as conducting skill training by the contractor within the time frame.</p> <p>✓ How will the workers be accommodated? Will they commute or reside on site or outside of the camp? If so, what size of camp will be required?</p> <p>Answer: Local community workers are expected to be hired from the local area, so that they do not need to stay at the construction site as they will come from their own homes, but skilled workers who are coming from outside, will construct sheds for a temporary accommodation. The size of the shed will depend on the number of outside workers. Based on the opinion of all concerned including Field Residential Engineer (FRE) and Upazila Engineer in the local consultation meeting, temporary labor sheds and stockyard would be done anywhere on the proposed road in Government or private Land.</p>
Is the project located in a rural or remote area?	<p>✓ What is the size of local population in the project area?</p> <p>Answer: The size of local population in the project area are near about 35750. Male- 17517 and Female- 18233. The total number of families are near about 6500.</p> <p>✓ Is the project located / being carried out in an area that is not usually frequented by outsiders?</p> <p>Answer: This is the existing alignment and people use this road to connect different important places of Union, Upazila and districts for meeting their daily requirements. Outsiders frequently visited the area.</p> <p>✓ What is the frequency and extent of contact between the local community and outsiders?</p> <p>Answer: Outsiders always frequently visited the area in 24 hours; local and outsiders are keeping communication in the project area for many reasons. Near about Eight to Ten thousand local community and outsiders use the road daily.</p> <p>✓ Are there sensitive environmental conditions that need to be considered?</p> <p>Answer: Dust and noise and heavy vehicle can be generated by the sub-project during construction phases. Therefore, the following precautionary measures need to be considered;</p> <ul style="list-style-type: none"> • Proper fencing needs to make surrounding the construction site which will protect from dust and noise both local people and pedestrian and surrounding peoples who are living in close proximate.
Based on the socioeconomic, cultural, religious and demographic qualities of the local community, Rohingya population and the incoming workers, is there a possibility that their presence or interaction with the local community could create adverse impacts?	<p>✓ Is it likely that the incoming workers and the local community come from a shared socio-economic, cultural, religious or demographic background?</p> <p>Answer: Except little percentage of skilled workforces, most of the workforces are expected to come from local community. The local workforces and hired worker from outside belong to same socio-economic, cultural, religious or demographic background. The construction contractors need to take adequate precautionary measures to avoid and minimize unavoidable incidents.</p> <p>✓ What is the level of existing resources, and will the incoming workers use or create competition for these resources?</p> <p>Answer: Incoming workers are very low in numbers, so there will be no competition in using of resources.</p> <p>✓ What is the expected duration of the incoming workers' presence in the community?</p> <p>Answer: The expected duration of the incoming worker's duration is about 270 working days but it may be extended.</p> <p>✓ Given the characteristics of the local community, are there any specific adverse impacts that may be anticipated?</p> <p>Answer: Yes, there are some adverse impacts may occur those are;</p> <ul style="list-style-type: none"> • Price hiking of all necessary things. • Crisis of water and sanitation • In some extent of religious barrier • Crisis of vehicles and movement problem from one place to another.
Consultation with Community People	<p>✓ Has the project authority and contractors conducted any consultation meetings with the community people and Rohingya population?</p> <p>Answer: The Project authority and contractors conducted consultation several times with local community where their opinions have received with great honor. The implementing contractor will conduct consultation meetings with the community people after finalization of contractor.</p> <p>✓ Are local people aware about the labors?</p> <p>Answer: Local people are very much aware of local labors but they do not have any idea about outside labor forces.</p> <p>✓ Has the project authority involved the local community with the project?</p>

	Answer: 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
Involuntary Acquisition of Land/ Land Donation/ Land Taking				
1. Will there be any land acquisition?		✓		No land will be required to intend Bituminous Carpeting (BC) construction.
2. Is the site for land taking known?	✓			Bituminous Carpeting (BC) road will be improved on existing alignment. Meanwhile, Local community, Union council, people of both side of road & government relevant department has given their consent to intend the road construction.
3. Is the ownership status and current usage of land to be required temporary known?	✓			This is Government owned land and proposed sub-project (existing alignment) is being used as road. It has revealed that the road is Broken Herring Bone Bond (HBB), Broken Brick Flat Soling (BFS) and Earthen.
4. Will easement be utilized within an existing Right of Way (ROW)?	✓			There may arise some problem but need to arrange alternative way for pedestrian and vehicle movement. Problem will not be raised to utilize existing right of way (ROW).
5. Will there be loss of shelter and residential land due to land acquisition?		✓		N/A, no additional land will be required.
6. Will there be loss of agricultural and other productive assets due to land acquisition?		✓		No question of land acquisition. So, agricultural and other productive assets will not be damaged or lost by the construction of Bituminous Carpeting (BC) road.
7. Will there be losses of crops, trees, and fixed assets due to land acquisition?		✓		No standing crops, trees and fixed assets will be lost due to avoiding and minimize land acquisition.
8. Will there be loss of businesses or enterprises due to land acquisition?		✓		Due to government owned land (existing alignment), So, business entity, trade house or livelihood option will not be affected or any business infrastructure will be displaced by the sub-project.
9. Will there be loss of income sources and means of livelihoods due to land acquisition?		✓		It is clearly revealed that income sources and means of livelihoods will not be hampered or lost by the Road construction.
Involuntary restrictions on land use or on access to legally designated parks and protected areas				
10. Will people lose access to natural resources, communal facilities and services?		✓		People access to communal facilities and services will not be hampered by the project intervention.
11. If land use is changed, will it have an adverse impact on social and economic activities?		✓		No scope to change site location.
12. Will access to land and resources owned communally or by the state be restricted?		✓		No
Information on Displaced Persons:				
Any estimate of the likely number of persons that will be displaced by the Project? [✓] No [] Yes				
If yes, approximately how many? N/A				
Are any of them poor, female-heads of households, or vulnerable to poverty risks? [✓] No [] Yes				
Are any displaced persons from indigenous or ethnic minority groups? [✓] No [] Yes				
During Screening, project authority will conduct consultation with the primary and secondary stakeholders and provide their observations in the following sections (13 to 18)				
13: Who are the stakeholders of the project?				
Answer: Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader, law enforcement agency and implementing agencies and their agencies, local elected representative, local administration, Development partners and local and international NGOs working with local communities etc.				

<p>14: What social and cultural factors affect the ability of stakeholders to participate or benefit from the proposed policy or project?</p> <p>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.</p>
<p>15: Are project objectives consistent with their needs, interests and capacity?</p> <p>Answer: Yes, the project objective is very much positive consistent with stakeholders needs interests identified by the community consultation and FGD.</p>
<p>16: What will be the impact of the project or sub-project on the various stakeholders, especially women and vulnerable groups?</p> <p>Answer: As a result of construction of road, the various stakeholders especially women and vulnerable groups will get easy access to communicate one place to another. Transportation systems will be easier for the vulnerable section of the catchment area, they will be able to reach at Hospital easily and shortest possible of time. Children could able to go to School without any hindrance.</p>
<p>17: What social risks might affect project or sub-project success?</p> <p>Answer: There are some social risks might be affected sub-project success;</p> <ul style="list-style-type: none"> • Price may be hike of essential commodities in local hat Bazar. • Incoming labors may engage with anti-social activities which can challenge the values system of the society. • Unexpected noise and sound pollution may be generated in the adjacent locality. It also can hamper the study of the children as well as old ages during the construction period. • Noise and sound pollution may be generated in the locality. It also can hamper the study of the children as well as old ages during the construction period. • Heavy loaded vehicle movement through the earthen/broken Herring-bone Bond (HBB) road of the villages can damage the poor existing road which can hamper the mobility of the local people. • Some skilled and unskilled laborers will be engaged from host communities or outside, it may create conflict because Incoming labors may engage with anti-social activities which can challenge the values system of the society. • To establish the scheme tasks, some outsider labor, technicians will be engaging over there; so, scope to arise social conflict might be raised gender and gender-based violence issues eve teasing etc. are being addressed through mainstreaming activities. As the mitigation measure the SS team and GRC following the respective GRM, will aware on GBV and motivate the community through consultation meeting, counseling. • During the construction work, any kind of accident may occur.
<p>18: Has the project authority or any other organizations conducted any consultations with the affected community or people? If yes. Please provide a summary.</p> <p>Answer: The project authority has been conducted several consultations with the potential affected community and people. During site selection LGED officials have been conducted several meetings with local community and local government representatives, local elites, CSO, School teachers, and students regarding the construction of Bituminous Carpeting (BC) road. During the screening, the consultant of Design and supervision consultant (D&SC) and PIU consultant of LGED also organized the consultation meetings and informed them about project objectives and other safeguard related issues. They also provided their feedback which are given below;</p> <ul style="list-style-type: none"> • The FGD results confirmed that decision of road construction will increase the sense of security of the communities. • Peasant and producer of the catchment area will get fair price of their commodities due road construction. • Transportation system will be easier which will save the time of community people as well as extra hassle. • Local industry will be flourished. • Land value will be increased. • Upazila and district level Hospital will be connected to local community that will ensure their improved health facility. • Attendance rate of school going children will be increased as well as enrollment rate. • More than half of the total participants reported that they used to stay in their houses mostly during disaster because of backdated communication systems but after construction of road these types of scenarios will be changed. • The participants informed that there are some connecting road also exist which need to pay due importance for construction. They also urged that it would be beneficial if connecting roads are improved at a time. • All connecting road and culvert within the catchment area of road need to construct above flood level standard.

Annex-07: 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 Herring-bone Bond (HBB), Broken Brick Flat Soling (BFS) & Earthen Road with vacant width 3.70-meter crest will be improved on government land under Ukhiya Upazila in Cox's Bazar district.					
2: Pre-improvement Phase	Loss of land/and other physical assets	No adverse impact will be generated	<ul style="list-style-type: none">No land acquisition will be required as road will be improved on existing alignment, which is entirely Government land.No Households will be affected by the intervention of sub-projects. If we found any grievance from the neighboring household, we will consult on emergency basis in order to solve the problem by project GRC.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">Number of ComplaintsCheck Grievance registerResolutions against the grievances	Ensure regular supervision and Monitoring based on compliance.
	Loss of livelihood	No impact may be generated	<ul style="list-style-type: none">No significant impact will be generated by the sub-project but due to Rohingya influx, job opportunities may be reduced. Local people particularly women laborers shall get priority with equal payment at the time of labor recruitment.Code of conduct required for the local labours and outside labours.During construction work, social safeguard compliance will be maintained properly by the contractor.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">Labor wages payrollInterview with labourFrequent visit by D&SC and PIU personnelCopy of code of conduct	Weekly basis
	Site Selection & implementing interventions: Human-elephant conflict	No adverse impact may be generated	<ul style="list-style-type: none">Selection of sub-project sites and all implementing interventions must take place outside of the elephant corridor/influence area.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">Check sub-project MapChecking IUCN reportDocuments check and an Interview of Elephants response team.	Monthly basis
	Loss of right to access	No adverse impact will be	<ul style="list-style-type: none">In case of unavoidable circumstances, alternative access will be provided.	PIU consultant, PSC and D&SC	<ul style="list-style-type: none">Physical verification	Monthly basis

Section	Main Environmental and Social Impacts	Impact Significance*	Suggested Mitigation Measures	Person/Institution Responsible	Monitoring Suggestions	
					Indicators	Frequency
		generated			<ul style="list-style-type: none"> Picture of alternative way 	
	Avoidance and minimize socially sensitive area	No adverse impact will be generated	<ul style="list-style-type: none"> Social, cultural and religious institution like; Educational institution, Mosque, temple, archeological structure shall take care of carefully for avoiding or minimizing physical fractures and esthetical values. 	Construction Contractor	<ul style="list-style-type: none"> Visit to socially sensitive area Interaction with local community 	Monthly basis
	Safety Issues	Low impact may be generated	<ul style="list-style-type: none"> Unauthorized person entry to the proposed site shall be restricted Proper storage and control of hazardous materials on site Health and safety training to the all labors. All the host labors to wear ID cards Child labors are not allowed for any form of activities Site(s) shall be secured by fencing and manned at entry points. 	Construction Contractor	<ul style="list-style-type: none"> Labor host and storage shed of hazardous materials on site Training register ID card of labor Fencing, entry and exit point 	Monthly basis
	Traffic Management	Low impact may be generated	<ul style="list-style-type: none"> Traffic management plan (TMP) will be developed by construction contractors and it duly approved by LGED. Contractor will develop traffic control plan (TCP) considering the car movement, bi-cycle, and Rickshaw movement, pedestrian facility, storage, Load and unload of materials from the transport etc. Clear and specific instructions will be in the TMP such as where the parking lot will be established and how it will be managed. Adequate arrangement will be in TMP for reducing suffering of pedestrians, disabled persons, cyclists, transit service, emergency vehicles, trucks and general-purpose traffic. Adequate alternative arrangements to be made to minimize impact on motorists and pedestrians. Adequate road signs to be planted on access roads to limit vehicular speeds. Construct properly designed speed ramps on access roads. 	Construction Contractor	<ul style="list-style-type: none"> TMP & TCP available in place. Interview of pedestrians and vehicle riders. Signpost, signage, signboard, billboard, leaflet etc. Report of awareness raising event on traffic management. Physical visit of divert roads. 	Monthly basis

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

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

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

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

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

Annex-8: At A Glance Public Consultation of 4 Sub Projects Under Package Number EMCRP/W12A, LGED.

1. Project Stakeholders:

Local people, road users, traders, Local communities, transport owners, people on both sides of the road, surrounding villages peoples, students, teacher, religious leader, law enforcement agency and implementing agencies and their agencies, local elected representative, local administration, Development partners and local and international NGOs working with local communities 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 are used for collecting data like; FGD, key informant interviews, Social Screening Form (SSF). In public consultation meeting that held at sub- projects level, has taken adequate measures to inform the project beneficiaries and stakeholder about project related information like; Project Development objective (PDO), Project intervention and project benefit. The local communities also provided some valuable suggestions for smooth implementation of the project that also been incorporated in the report. In addition, an effective mitigation measures also been reflected in **SMP in SL#14**.

3. Issues Raised by the Participants:

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

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

4. Feedback, Suggestions and recommendations of the participants:

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

[[

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

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

5. Conclusion:

In conclusion, it can be clearly determined that the sub-project (Package EMCRP/W12A) will have a tremendous positive impact on the local community, especially in the socio-economic context for the people of the catchment areas. People will easily get health facilities as well as government facilities. In particular, will ensure easy movement and for vulnerable sections of the community such as; Older people, PWD (Persons with Disabilities), women and children. Almost, the most modern access will obviously ensure the introduction and expansion of the promotion with the backward people. Which will boost the rural economy of the country and reduce poverty.

Annex-9: Photographs of Consultation Meeting of 04 Sub-Projects under package EMCRP/W12A, LGED.



Consultation meeting of Ukhiya Daroga Bazar-Dosori Road & Road ID: 422944057, LGED.



Consultation meeting of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road & Road ID: 422945110, LGED.



Consultation meeting of Thainkhali-Dhaman Khali Road & Road ID: 422945011, LGED.



Consultation meeting of Yousuf Ali-Uttar Pukuria Road & Road ID: 422945054, LGED.

Annex-10: Photographs of 04 Sub Project's Present Condition under package EMC RP/W12A, LGED.



Present Condition of Ukhiya Daroga Bazar-Dosori Road & Road ID: 422944057, LGED.



Present Condition of of Shilerchora Payadachi Barua Bari-Dakkhin Maskaria Road & Road ID: 422945110, LGED.



Present Condition of Thainkhali-Dhaman Khali Road & Road ID: 422945011, LGED.



Present Condition of Yousuf Ali-Uttar Pukuria Road & Road ID: 422945054, LGED.

Improvement of Ukhiya Daroga Bazar-Dosori Road

Package Number : EMCRP/W12A, Road ID : 422944057

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাটি সেক্টর প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময় : 11:30 ঘটিকা

তারিখ : 22/02/2028

উপ-প্রকল্প/কম্পোনেন্ট এর নাম : Ukhiya Daroga Bazar Dosori Road

যত দূর সম্ভব স্থান : ডাক্তার হোস্টেল - হাজিরগাঁও

ইতিমধ্যে : উচ্চশিক্ষা তারিখ : ১৫ তারিখ : ১৫/০২/২০২০ উপজেলা : উচ্চশিক্ষা জেলা : কক্সবাজার

সব প্রকল্প নং : EMCRP/W-12A

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / টিপসাই
১	মাহদির হোসেন	২৮	পুরুষ	হাজিরগাঁও	mmh/2/20/20
২	মোঃ দেলোয়ার মাহদি	১২	u	u	mmh
৩	মোঃ মনিম	২৮	u	u	mmh/2/20/20
৪	মোঃ জাহাঙ্গীর	৩০	u	u	mmh
৫	মোঃ ইমরান হোসেন	২৫	u	u	mmh
৬	আবদুল মাজিদ	১২	u	u	mmh
৭	মুন্সি মুন্সি	২৬	u	u	mmh
৮	মোঃ আব্দুল মুন্সি	২৭	u	u	mmh
৯	মোঃ তৈয়ব	৪০	u	u	mmh
১০	আবদুল আজিজ	২৫	u	u	mmh
১১	মোঃ মাহীন	৩২	u	u	mmh
১২	মুন্সি আব্দুল মুন্সি	৩০	u	u	mmh
১৩	মোঃ আব্দুল মুন্সি	২৪	u	u	mmh
১৪	জাহাঙ্গীর হোসেন	৪১	u	u	mmh
১৫	মুন্সি আব্দুল মুন্সি	২৭	u	u	mmh
১৬	মুন্সি আব্দুল মুন্সি	২৪	u	u	mmh

Shilerchora Payadachi Barua Bari- Dokkhin Maskaria Road

Package Number : EMCRP/W12A, Road ID : 422945110

Emergency Multi-Sector Rohingya Crisis Response Project (EMCRP)

জরুরী ভিত্তিতে রোহিঙ্গা সংকট মোকাবেলায় মাণ্ডি সেবায় প্রকল্প

Local Government Engineering Department (LGED)

Public Consultation Participants List

Focus Group Discussion

সময় : 3:00 PM

তারিখ : ২২/০৫/২০২৪

উপ-প্রকল্প/কমপোনেন্ট এর নাম : Shilerchora Payadachi Barua Bari-Dokkhin Maskaria Road

মত বিনিময় স্থান : মিন্টু আমহেতের বাড়ীর সামনে দক্ষিণ মাশকারিয়া গ্রামে ,

ইউনিয়ন : কুশালাপাড়া-৪ম ওয়ার্ড নং : ৬

জাতক : ৩০/০১/৮৭৫০

উপজেলা : উত্তরা

জেলা : কক্সবাজার

সাব প্রকল্প নং : EMCRP/W12A

অংশগ্রহণকারীদের হাজিরা (পরিচয় ও স্বাক্ষর)

ক্রম নং	নাম	বয়স	পুরুষ/নারী	গ্রাম	স্বাক্ষর / চিহ্ন
১	শ্রী: মিন্টু	৫২	পুরুষ	দক্ষিণ মাশকারিয়া	মিন্টু
২	আবুল হাফিজ	৬৭	♂	♂	হাফিজ
৩	শ্রী: মাহমুদ	২৫	♂	♂	মাহমুদ
৪	শ্রীমান্দ বড়ুয়া	৩০	♂	♂	শ্রীমান্দ বড়ুয়া
৫	শ্রী: মোহন	২২	♂	♂	মোহন
৬	আবু মাহমুদ	২৫	♂	♂	আবু
৭	শ্রী: কাছিম	২২	♂	♂	কাছিম
৮	মতি আমিন	৪৪	♂	♂	মতি আমিন
৯	শ্রী: মাহমুদ হাফিজ	৬২	♂	♂	শ্রী: মাহমুদ হাফিজ
১০	আজাদ হোসেন	২৮	♂	♂	আজাদ হোসেন
১১	কাউছার	২০	♂	♂	কাউছার
১২	শ্রী: মাহমুদ	২২	♂	♂	শ্রী: মাহমুদ
১৬	শ্রী: মিরহাসন	২৪	♂	♂	শ্রী: মিরহাসন
১৪	কবির হোসেন	২০	♂	♂	কবির
১৫	মুহাম্মদ	২২	♂	♂	মুহাম্মদ
১৬	শ্রী: মতি	২২	♂	♂	মতি

