Environment and Social Impact Assessment and Environment and Social Management Plan for Upgradation of Madandangi-Tarabari Dipu Road

Damak Municipality

July 2023

Acronyms and Abbreviations

DM	: Damak Municipality
BoQ	: Bill of Quantity
CBOs	: Community Based Organizations
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
DIZ	: Direct Influence Zone
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DTO	: District Transport Office
DUDBC	: Department of Urban Development & Building Construction
EHS	: Environment, Health and Safety
EIA	: Environment Impact Assessment
EPA	: Environment Protection Act
EPR	: Environmental Protection Rule
ESD	: Environment and Social Development
ESIA	: Environmental and Social Impact Assessment
ESMF	: Environment and Social Management Framework
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
GBV	: Gender Based Violence
GRM	: Grievance Redress Mechanism
GoN	: Government of Nepal
HHs	: Households
HIV/AIDS	: Human Immunodeficiency Virus Infection/ Acquired Immune Deficiency Syndrome
IIZ	: Indirect Influence Zone
ILO	: International Labor Organization
IP	: Indigenous People
ISR	: Implementation Status Review
KII	: Key Informant Interview
LIPW	: Labour Intensive Public Works
MoUD	: Ministry of Urban Development
NGO	: Non-Governmental Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OP/BP	: Operational Policy/Bank Procedure
PAP	: Project Affected Person
PCO	: Project Coordination Office
PCU	: Passenger Car Unit
PDO	: Project Development Objective
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
PMST	: Project Management Support Team
PPE	: Personal Protective Equipment
RAP	: Resettlement Action Plan
RoW	: Right of Way
SEA/SH	: Sexual Exploitation and Abuse/Sexual Harassment

STD	: Sexually Transmitted Disease
TOR	: Terms of Reference
UDG	: Urban Development Governance
ULG	: Urban Local Governments
UDST	: Urban Development Support Team
WB	: World Bank

Executive Summary

Introduction

This Environmental and Social Impact Assessment (ESIA) covers the Madandangi-Tarabari Dipu Road in Damak municipality. The road starts at Madandangi chowk and ends at Tarabari Dipu chowk after passing through passes through Sampada chowk, Kharkhare chowk, Sangam chowk and Jammu chowk connecting settlements of wards 2, 3, 4 and 5 of Damak municipality. The sub-project provides easy vehicular access and pedestrian movement from Damak market to Madhumalla market. The subproject is also expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality. Length of the proposed road is 4.86 km. Existing width of the road width 5 to 7 meterof 15 m and the Corridor of Impact (CoI) will also be limited to 15 m. Land within the RoW is already in public use however, ownership of private land strips is yet to be transferred to the municipality. This route has settlement, agricultural land, and barren land on either side of the alignment. The upgradation project has proposed Carriageway width of 2 lanes, barrier kerbs stone, covered RCC drains along the alignment, 53 road crossings, 178 ramps, shifting 135 electric poles, 58 telephone poles and relocation of 2 hand pumps belonging to two different households and upgradation of the road furniture.

Baseline Information

Brahmins and Chhetri's make up 20.51% and 25.29% respectively of Damak municipality's total population. Besdies these, there are also Rais, Limbus, Dhimals, Dhamis, Magars, Tharus, Tamangs, Newars, Kamis, Darjis and other ethnicities in the municipality. The project RoW reveals 36% Dhimal, 22% Brahmin, 15% Rai and other caste. There is diversity in the cultural practices of the castes within the project area. Cultural festivals like Dashain, Tihar, Chhath, Ram Navami, Shivaratri, Maghi, Buddha Jayanti, Eid, Moharram, and Christmas are celebrated in this region which is inhabited by different castes and religions. Overall literacy rate in the surveyed area estimated at 87.31 %.

Damak municipality lies at a varying altitude of 97 m to 204 m from sea level. The project area mostly consists of boulder and gravel. Minimum temperature reaches up to 7.4^{o}C and maximum temperature is nearly 33.5^{o}C. with an average precipitation of 3027 mm. Main rivers in municipality are the Mawa and the Ratuwa rivers. The proposed road alignment and Right of Way (RoW) is not a landslide/flood area and other disaster-prone area.

Legal and Regulatory Requirements

The sectoral and cross-sectoral guidelines and standards promulgated by the GoN in various periods are adequate to mainstream the environmental and social safeguard dimensions in the project preparation and implementation phases. The report has included the applicable GoN plan, policies, act, regulations, guidelines, and standards. Similarly, the report has also included the environmental and social standards of the World Bank.

Screening, Scoping, Impact identification, Prediction and Management

Direct Impact area of the project is considered as the 15-meter Right of Way (RoW) of the subproject. Similarly, the indirect impact falls within 50 meters from the edge of the RoW. Environmental and Social checklists were used for screening and summarizing the overall impacts. The site-specific impacts in construction and operation phases are included in the ESIA report. Some of the impacts include:

- **Construction Phase**

Physical Impacts

- *Land Use*
- *Quarrying material and operation*
- *Stockpiling and construction area*
- *Noise pollution*
- *Air pollution,*
- *Water pollution*
- *Solid waste generation*

- *Disaster risk*

Biological Impact

- *Impact on local flora and fauna like Cutting of 48 trees during the upgradation.*

Socio-economic and Cultural Impacts

- *Land within the RoW is already in use by the public is clear of any private or public structures. Ownership of private land strips is yet to be transferred..*
- *Impact on physical resources like change in land use, temporary obstruction to structures*
- *Impacts to community infrastructures like 135 electric poles,*
- *58 telephone poles, 2 private hand pumps at Gumba Chowk needs to be replaced and the underground water supply line may be disrupted during the construction period.*
- *Compensation will be provided to private tree owners for the affected private trees (Bamboo and Banana)*
- *Occupational health and safety*
- *Social disturbances/risk of GBV/AIDS*
- *Community health risk*
- *Traffic management issues etc.*

➢ **Operation Stage**

The mitigation measures corresponding to the impacts during operation stage have been suggested in the report. Some of the mitigation measures are:

Physical Impacts

- *Reuse of the top soil for backfilling*
- *Use of IEE approved quarry site and refilling*
- *Suitable selection of site for stockpiling*
- *Equipment meeting GoN emission standard to be used*
- *Regular maintenance of equipment*
- *Waste segregation at source and follow 3 R approach for waste management*
- *Compensatory plantation for felling trees*
- *Implementation and monitor of site specific Environmental and Social Management Plan (ESMP)*

Biological Impact

- *950 saplings of native species will be planted along the road alignment for roadside plantation and beautification.*

Socio-economic and Cultural Impacts

- *Working condition and management of the worker relationship complying to national law and World Bank (WB) safeguard policies*
- *Provision of the safe, clean and hygienic workplace and use of Personal Protective Equipment (PPE) during work*
- *The project will restrict child labor (under age of 16) and forced labor.*
- *Compensation will be provided to private tree owners for the affected trees*
- *Public awareness raising against the community induced disease*

- *The project to make provision such that the workforce does not trespass other's property or nearby forest*
- *Gender based issues will be addressed from administrative work till construction work*
- *The diversion design during the construction phase should incorporate the needs of differently able people, school children, pedestrian, women and proper administrative and on-site provision will be made.*

Sexual exploitation and Abuse and Sexual Harassment Prevention and Response Action Plan

Based on the Sexual Exploitation and Abuse and Sexual Harassment (SEA/SH) Risk Assessment checklist and assessment carried out for NUGIP by the World Bank, the Project's SEA/SH risks are assessed to be "Low". An SEA/SH Prevention and Response Action Plan has been developed for NUGIP based on this assessment and includes specific measures that aim to prevent and mitigate SEA/SH risks that the project activities might trigger. The Plan has also addressed "Table – 1: Recommended actions to address SEA/SH Risks in IPF Projects" as per the "Good Practice Note" published by the World Bank in September 2018.

Environment and Social Management Plan

Environmental and Social Management Plan (ESMP) has been proposed with present report including issues identified, possible effects and impacts, measures for their mitigation, monitoring methods. The mitigation cost for environmental and social impacts in construction and operation phases are included in ESIA report. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. Different monitoring indicators on the physical, biological, socio-economic and cultural environment have also been identified. The project along with the stakeholders will monitor during reconstruction and operation phase. The project also includes a grievance redress mechanism (GRM) for timely update and resolution of stakeholders' queries and grievances.

Institutional arrangements

The Ministry of Urban Development (MoUD) has set up a Project Coordination Office (PCO) under the Department of Urban Development and Building Construction (DUDBC) to implement NUGIP. The PCO is responsible for overall project compliance including compliance with environmental and social measures. The PCO will be supported by a Project Management Support Team (PMST). A Project Implementation Unit (PIU) will be established in each municipality for implementation of the subproject project at the local level and will be responsible for implementation of the ESMP and other environmental and social instruments. Technical Assistance is being provided through a Design and Supervision Consultancy (DSC) which includes safeguards specialists.

Executive summary in Nepali

परिचय

यस वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कनले बस्तीमा रहेका स्थानीयको जीविकोपार्जनमा सुधार गर्ने उद्देश्यको दमक बजारको मदनडाँगी चोकबाट सुरु भई सम्पदा चोक, खर्खरे चोक, संगम चोक र जम्मूचोक हुँदै तारावारी दिपु चोकमा समाप्त हुने मदनडाँगी—तारावारी दिपुचोक सडक उपआयोजना व्यख्या गरेको छ। उपआयोजनाले नगरपालिकाको सहरी विकास योजना, पूर्वाधार विकास र संस्थागत विकासमा नगरपालिकाको क्षमता अभिवृद्धिमा योगदान पुर्याउने अपेक्षा गरेको छ।

प्रस्तावित सडकको समग्र लम्बाइ ४.८६ किलोमिटर रहेको छ र यो दमक नगरपालिकाको २, ३, ४ र ५ वडा बाट जान्छ। सडकको क्षेत्राधिकार १५ मिटर कायम गरिएको छ र निर्माण कार्य पनि यही १५ मिटरमा सीमित हुनेछ। सडक अधिकार क्षेत्र (RoW) भित्रको जग्गा सार्वजनिक प्रयोगमा रहेको छ तर निजी जग्गाको स्वामित्व भने नगरपालिकामा हस्तान्तरण हुन बाँकी छ। सडक अधिकार क्षेत्र (ROW) १५ मिटर अन्तर्गत हाल सडकको क्यारिज-वेको चौडाइ औसतमा ५ देखि ७ मिटर सम्मको रहेको छ। यस रुटमा सडकको दुबै छेउमा बस्ती, कृषि जमिन र बाँझो जमिन रहेको छ। स्तरोन्नति आयोजनाले २ लेनको क्यारिजवे चौडाइ, ब्यारियर कर्ब, कभर आरसीसी नाला एलाइनमेन्ट, ५३ सडक क्रसिङ, १७८ ल्याम्प, १३५ बिजुलीका पोल, ५८ टेलिफोन पोल, सिफ्टिङ र २ वटा निजी धाराहरूको स्थानान्तरण र सडक फर्निचरको स्तरोन्नति गर्ने प्रस्ताव गरेको छ ।

आधारभूत जानकारी

आयोजना क्षेत्र रहेको नगरपालिकाको उचाइ समुद्र सतहबाट ९७ मिटर देखि २०४ मिटर रहेको छ। प्रस्तावित सडक रेखाङ्कन र सडक मार्गको अधिकार क्षेत्रमा पहिरो/बाढी क्षेत्र र अन्य प्रकोप-जन्य क्षेत्रहरू रहेका छैनन्। प्रस्तावित सडक क्षेत्रमा प्रायः ढुङ्गा र ग्राभेल रहेका छन्। दमक नगरपालिकाका प्रमुख नदीहरु मावा र रतुवा हुन्। आयोजना क्षेत्रमा ३०२७ मिमी को औसत वर्षा संगै यसको औसत न्यूनतम तापमान ७.४ डिग्री सेल्सियस सम्म र अधिकतम तापक्रम लगभग ३३.५ डिग्री सेल्सियस रहेको छ।

प्रस्तावित आयोजना नेपालको काशी प्रदेश को झापा जिल्लाको दमक नगरपालिकामा पर्दछ। आयोजना क्षेत्रभित्रका जातजातिको सांस्कृतिक प्रचलनमा विविधता छ। विभिन्न जातजातिको बसोबास रहेको यस क्षेत्रमा दशैं, तिहार, छठ, रामनवमी, शिवरात्रि, माघी, बुद्ध जयन्ती, ईद, मोहरम, क्रिसमस जस्ता सांस्कृतिक चाडपर्वहरू मनाइन्छ। सर्वेक्षण गरिएको क्षेत्रमा समग्र साक्षरता दर ८७.३१% रहेको छ। दमक नगरपालिकाको २०१७ को तथ्यांक अनुसार दमक नगरपालिकामा धिमालको जनसङ्ख्या ५.३ प्रतिशत रहेको छ। सडक क्षेत्राधिकारका जग्गाहरू नगरपालीकाको मातहतमा रहेतापनि उक्त जग्गाहरू कानुनीरूपमा सडकको स्वामित्वमा हस्तान्तरण हुन बाँकी नै छ।

ऐन तथा नीति, नियमको आवश्यकता

नेपाल सरकारले विभिन्न समयमा जारी गरेका विषयगत तथा बहुविषयगत निर्देशिका तथा मापदण्डहरु आयोजना तयार गर्न तथा कार्यान्वयन चरणहरुमा वातावरणीय एवम् सामाजिक सुरक्षण आयामहरु मूल प्रवाहीकरण गर्न यथेष्ठ छन्। यस प्रतिवेदनले सम्बन्धित नेपाल सरकारका योजना, निति, ऐन, नियम, निर्देशिका एवम् मापदण्डहरु समेटेको छ। त्यसैगरी यस प्रतिवेदनले विश्व बैङ्कको वातावरणीय तथा सामाजिक मापदण्डहरु पनि समेटेको छ।

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

आयोजनाको प्रत्यक्ष प्रभावित क्षेत्रमा कृष्ण चोक देखि ०.५६ कि.मि. सम्म यस सडकको क्षेत्राधिकार अनुसार १५ मीटर रहेको छ। त्यसै गरी अप्रत्यक्ष प्रभावित क्षेत्र सडकको क्षेत्राधिकारको किनारा देखि ५० मीटर सम्म पर्दछ। प्रभावहरुको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ। स्थान विशेषको प्रभावहरु वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कनमा समावेश गरिएका छन्। केही प्रभावहरु निम्नानुसार छन्।

भौतिक प्रभावहरुः

- भू-उपयोग
- निर्माण सामाग्री उत्खन्नन् तथा सञ्चालन
- निर्माण सामाग्री भण्डारण तथा निर्माण क्षेत्र
- ध्वनी प्रदुषण
- वायु प्रदुषण
- जल प्रदुषण
- फोहरमैला उत्सर्जन
- विपद्

जैविक प्रभावहरू

- सडकछेउमा रहेका ४८ वटा रुखहरू हटाउने

सामाजिक-आर्थिक र सांस्कृतिक प्रभावहरू

- प्रस्तवित सडक चलनचल्तिमा रहेको सडक हा भने जनमानसका अवतजावत रहेका भएता पनि सडक क्षेत्राधिकार भित्र रहेका वक्तिगत जग्गाहरूका स्वामित्व हस्तान्तरण गर्न वाँकि रहेका छन्
- भौतिक स्रोतहरूमा प्रभाव जस्तै भूमिको प्रयोगमा परिवर्तन, संरचनाहरूमा अवरोध, बालीमा प्रभाव
- आयोजना सडक खण्डमा रहेका १३५ बिजुलीका खम्बा, २ वटा निजी भूमिगत पानीको कुवा जस्ता सामुदायिक पूर्वाधारमा पर्ने असरहरू प्रतिस्थापन गर्न आवश्यक छ र भूमिगत पानी आपूर्ति लाइन अवरुद्ध हुन सक्छ।
- पेशागत स्वास्थ्य र सुरक्षा
- सामाजिक असुरक्षा/**GBV/AIDS** को जोखिम
- सामुदायिक स्वास्थ्य जोखिम
- ट्राफिक व्यवस्थापन समस्याहरू आदि।

प्रतिवेदनमा प्रभावसँग सम्बन्धित न्यूनीकरण उपायहरू सुझाव गरिएको छ। केही न्यूनीकरण उपायहरू निम्न छन्।

भौतिक प्रभावहरु

- सतहको माटोको पुनः प्रयोग गर्ने
- नगरपालिकाको प्रारम्भिक वातावरणीय परीक्षणले अनुमोदन गरेका खानी प्रयोग गर्ने र पुर्ने।
- सामग्री भण्डार गर्ने स्थानको उचित छनौट गर्ने
- नेपाल सरकारले तोकेको मापदण्ड अनुकुल यन्त्रहरु प्रयोग गर्ने
- यन्त्रहरुको नियमित मर्मत संभार गर्ने

- फोहोर व्यवस्थापनमा तीन आर **(3R)** प्रकृया अवलम्बन गर्ने
- स्थान विशेषको वातावरणीय तथा सामाजिक व्यवस्थापन योजना **(ESMP)** कार्यान्वयन तथा अनुगमन गर्ने

जैविक प्रभावहरू

- क्षतिपूर्ति वृक्षारोपणको रूपमा स्वदेशी प्रजातिका ९५० बिरुवा रोप्ने

अर्थ-सामाजिक तथा सांस्कृतिक प्रभावहरु

- राष्ट्रिय कानून एवम् विश्वबैङ्कको सुरक्षण नीति परिपालन हुने कार्यगर्ने वातावरण/अवस्था र कामगर्नेहरुको सम्बन्ध
- उप-आयोजना क्षेत्रहरूमा बसोबास गर्ने न्यून आय र आदिवासी समूहहरूसँग सामुदायिक परामर्श सहित सरोकारवालाहरूको संलग्नता
- सुरक्षित, सफा तथा स्वास्थ्यका कार्यस्थलको व्यवस्था र कामको समय व्यक्तिगत सुरक्षण सामग्री को प्रयोग
- परियोजना वालमा १६ वर्षभन्दा कम उमेरका लागि निषेध गरिनेछ।
- काटिने वक्तिगत रुखहरुको क्षतिपूर्ती उपलव्ध गरिनेछ।
- समुदाय सृजित रोगहरुको रोकथाम सम्बन्धी सार्वजनिक चेतना अभिवृद्धि गर्ने
- कामगर्नेहरुले अरुको सम्पत्ति र नजिकको वनजंगल अनधिकृत प्रवेश नगर्ने व्यवस्था परियोजनाले गर्ने
- प्रशासनिक कार्य देखि निर्माण कार्यस्मम लैगिंक सवालहरुको सम्बोधन गर्ने
- निर्माण चरणका डाइभर्जनहरुको डिजाइजले फरक क्षमताका व्यक्तिहरुको आवश्यता समेटिनु पर्दछ र उपयुक्त व्यवस्थापकीय स्कुले वालवालिका, वटुवा तथा महिला र स्थलगत व्यवस्था गर्नु पर्दछ।

यौन शोसण तथा दुर्वेसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार उपआयोजनाको लागि गरिएको यौनिक शोषण एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनमा आधारमा यस आयोजनाको SEA/SH जोखिमको "न्यून" मूल्याङ्कन गरेको छ। यस मूल्याङ्कनमा आधारित भई आयोजनाको लागि SEA/SH निरोध तथा सम्बोधन कार्ययोजना आयोजनाको लागि SEA/SH रोकथाम तथा सम्बोधन कार्ययोजना बनाइएको छ। यसमा उपआयोजनाको कार्यक्रमले सिर्जना गर्न सक्ने SEA/SH जोखिमहरु निषेध एवम् रोकथाम तथा न्यूनीकरण गर्ने उद्धेश्यका निश्चित व्यवस्थाहरु समावेश गरिएका छन्। यस योजनाले तालिका-१; विश्व बैङ्कले सेप्टेम्बर २०१८ मा प्रकाशित "असल अभ्यास नोट" अनुसार IPF परियोजनाहरुमा SEA/SH जोखिमहरुलाई सम्बोधन गर्न सुझाएको कार्यहरु लाई पनि समावेश गरेको छ।

वातावरण तथा सामाजिक व्यवस्थापन योजना

पहिचान गरिएका सवालहरु, सम्भाव्य असर एवम् प्रभावहरु, तिनीहरुको न्यूनीकरण गर्ने विधिहरु र अनुगमन विधिहरु समावेश गरी यस प्रतिवेदनले वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMF) प्रस्ताव गरेको छ। निर्माण तथा सञ्चालन चरणमा हुने वातावरणीय तथा सामाजिक प्रभाव न्यूनीकरण गर्ने लागत खर्च वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदनमा संलग्न छ। अझ वातावरणीय प्रभाव न्यूनीकरण व्यवस्था तथा अनुगमन गर्ने जिम्मेवार निकायहरु वातावरणीय तथा सामाजिक व्यवस्थापन योजनामा तोकिएको छ। भौतिक जैविक, अर्थ सामाजिक तथा सांस्कृतिक वातावरण अनुगमन गर्ने विभिन्न सूचकांकहरु पनि तोकिएको छ। पुनःनिर्माण तथा सञ्चालनको चरणमा आयोजनाले सरोकारवालाहरुसंग मिलेर अनुगमन गर्नेछ। यस उपआयोजनामा सरोकारवालाहरुको जिज्ञासा एवम् गुनासोहरुको बारे अद्यावधिक सूची राख्न र उपयुक्त समयमै समाधान गर्न एवम् गुनासो सम्बोधन विधि समेत समेटिएको छ।

संस्थागत व्यवस्था

आयोजना कार्यान्वयन गर्न शहरी विकास मन्त्रालयले शहरी विकास तथा भवन निर्माण विभाग अन्तर्गत एउटा आयोजना समन्वय कार्यालय स्थापना गरेको छ। वातावरणीय तथा सामाजिक विधिको साथै सम्पूर्ण विधिहरु पालना सम्बन्धी जिम्मेवारीको जवाफदेहिता आयोजना समन्वय कार्यालयमा रहने छ। आयोजना समन्वय कार्यालयलाई एउटा आयोजना व्यवस्थापन सहयोग टोलीले सहयोग गर्नेछ। उपआयोजनाहरुको वातावरणीय तथा सामाजिक व्यवस्थापन योजना कार्यान्वयन स्थानीय तहमा गर्न र तथा अन्य वातावरणीय एवम् सामाजिक संयन्त्रहरुको कार्यान्वयनका जिम्मेवार हुने गरी प्रत्येक नगरपालिकामा एकएक आयोजना कार्यान्वयन इकाइ स्थापना गरिनेछ। सुरक्षण विशेषज्ञ सहितको डिजाइन तथा सुपरिवेक्षक परामर्शदाता मार्फत प्राविधिक साहायाता पुऱ्याइनेछ।

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CHAPTER 1: INTRODUCTION

1.1. Project description

Nepal has recently transitioned from a unitary to federal government system, comprised of three tiers of government with seven provinces and 753 local governments for which new legislation, institutions, and administrative procedures are being formalized as constitutionally prescribed. To enable the federal implementation process and support Urban Local Governments (ULGs) in the efficient provision of assigned service delivery responsibilities in the context of rapid urbanization, the proposed Nepal Urban Governance and Infrastructure Project (NUGIP) program by the World Bank (WB) aims to address two main challenges under the new federal context: (i) limited institutional systems and capacities of ULGs; and (ii) critical gaps in core municipal services and infrastructure.

The Government of Nepal (GoN) is receiving financing from the International Development Association ("World Bank") towards the cost of the Nepal Urban Governance and Infrastructure Project (NUGIP). The Department of Urban Development and Building Construction (DUDBC) within the Ministry of Urban Development (MoUD) is the primary implementing agency for NUGIP, and bears the complete responsibility of project implementation, management, supervision and coordination. A Project Coordination Office (PCO) has been established under the MOUD, DUDBC for carrying out activities related to the project and is responsible for coordinating implementation on a day-to-day basis. The PCO is comprised of a Project Director (PD), Deputy Project Director (DPD), Project Engineers (PE), and other key project management and technical staff. The PCO will be supported by a Project Management Support Team (PMST). The Project Development Objective (PDO) of NUGIP is to strengthen institutional capacity in participating municipalities for strategic municipal infrastructure and service delivery. In particular, NUGIP will aim at: a) improving access to core municipal services (includes expansion of coverage, and construction and rehabilitation of basic infrastructure systems, e.g., urban roads & storm water drainage etc) in participating municipalities; b) strengthening planning, budgeting and implementation systems for municipal service delivery; and c) strengthening municipal finances and financial management systems.

NUGIP is comprised of five components:

- Component One will provide urban development grants (UDGs) to 17 municipalities for strategic municipal infrastructure and service delivery in two priority strategic urban clusters in eastern cluster of Koshi and Madhesh Province and in the western cluster of Gandaki and Lumbini Province. The 17 participating municipalities will be responsible for planning, preparation and implementation of the municipal infrastructure investments with direct support from proposed Design and Supervision Consultants (DSCs) and PCO.
- Component Two will support the 17 participating municipalities under Component One, plus 4 additional municipalities, on institutional strengthening through capacity building programs. The PCO and an Urban Development Support Team (UDST) will support the 21 participating municipalities in planning, preparation and implementation of institutional capacity development programs.
- Component Three will support COVID-19 response and recovery through Labour Intensive Public Works (LIPW) in 12 other municipalities. The 12 participating municipalities will take the overall responsibility of planning, administration, financial management, implementation and monitoring of LIPWs.
- Component 4 supports a Contingent Emergency Response, and
- Component 5 supports Project Management and Coordination.

1.2 Subproject Objectives and Components

The objective of the project is to provide better and enhanced services to the road user along with better quality of road and improving the aesthetics of the street. As such, the proposed road subproject serves the purpose to provide basic service to the people and connect the settlements to the local and national strategic road network (SRN).

The subproject comprises of the following components:

a) Upgradation of existing single lane carriageway into two lanes Carriageway
b) Side Drain
c) Rehabilitation and Construction of Cross Drainage Structures
d) Footpath
e) Streetlights
f) Bus Laybys
g) Retaining Wall
h) Zebra Crossing.
i) Major and minor intersection improvements.
j) Signage and pavements marking.
k) Shifting of utilities

The subproject was chosen based on its economic value addition and urban development requirements. The selection of the sub-projects is based on technical, environmental, social and financial sustainability.

1.3 Sub-project details

The Madandangi - Tarabari Dipu road starts at Madandangi chowk and ends at Tarabari Dipu chowk after passing through passes through Sampada chowk, Kharkhare chowk, Sangam chowk and Jammu chowk connecting settlements of wards 2, 3, 4 and 5 of Damak municipality. The sub-project provides easy vehicular access and pedestrian movement from Damak market to Madhumalla market.

Length of the proposed road is 4.86 km. Existing width of the road is 15 m and it is already in public use. Corridor of Impact (CoI) will also be limited to 15 m. RoW of the road as declared by the municipality is also 15 m. It was declared on 23 October 2016 (7 Kartik 2073). Evidence is provided in Annex 14. Ownership of private land strips remains to be transferred to the municipality.

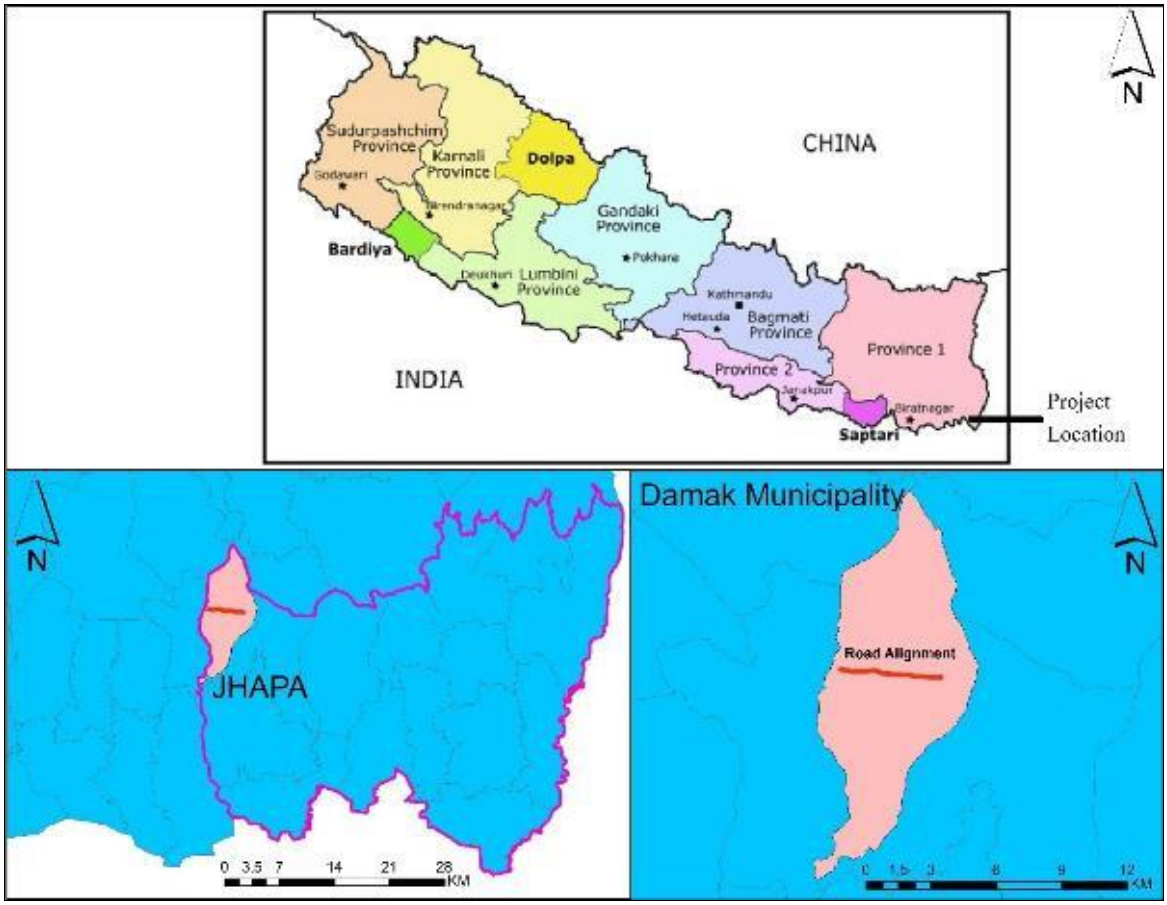

Figure 1-1: Project Location Map

The road runs parallel to the East-West Highway that connects Damak market to the Madhumalla market. It is also connected with Damak municipality's ring road. The road helps to take off the pressure of East West Highway for mobility along East-West direction within the Municipality. It helps in the connectivity to 350 HHs that are directly aligned to the road at present providing alternative access to Damak market and to two temples, two schools and a hospital. Furthermore, it facilitates 524 Passengers Car Unit that travel daily at present. The following points are critical in identifying feasible road alignments as alternative to the present road:

- This road is also categorized as Class A road in Municipal Transport Master Plan (MTMP) of Damak Municipality. The alignment has been named as "104/M49/A007" in the MTMP. The RoW of 15m needs to be adopted for this road as per MTMP.
- The road is likely to spur development along road stretch by ensuring road safety with footpaths, roadsides trees plantation and installation of necessary road furniture. RoW as available (15M) has made it possible for such assurance. The prosperity of ward 2, 3, 4 and 5, after the road upgradation is expected by the Municipality. This road is important for economic growth of these wards by efficient exchange of goods and service between Damak market and Madhumalla market.
- At present, in average 5-7 m carriage way road is graveled along the entire length. Lack of drainage along the road adversly affect road itself during monsoon with subsequent impact to the locals and the users of the road every year. The proposed road of 15m RoW will have 7m blacktopped carriage way. Whereas, 1.5 m cycle track along both side of the road and 2.2 m drainage cum foothpath will be maintained within the proposed alignment. Implementation of the public transportation will enhance access to physical, social and cultural resource centers. Key elements for road design include the following:
    - Terrain
    - Condition of the road, carriageway type and width, embankment
    - Drain type and width, culverts
    - Right of Way
    - Footpaths and Walkways conditions
    - Junctions along the road alignment
    - Land use type on either side of the road section
    - Environmental aspects mainly forest, trees and their types, water bodies and water logged areas.
    - Households directly associated to the roads
    - Social, cultural and religious structures aligned to or accessible through the road,
    - Indigenous group of people or any other vulnerable group of people living around the project areas
    - Traffic volumes using the roads at existing conditions

The proposed scheme of Madandangi – Tarabari Dipu Road compared to the existing scenario is described in **Table 1.1**.

Table 1-1: Existing and Proposed Scenarios of the Project

S. No.	Description	Existing Scenario	Proposed Scheme
1.	Length of Road	4.864Km	4.864km
2.	Right of Way	15 m	15m Right of Way
3.	Carriageway	5m to 7 m width in average	7m width Bituminous
4.	Pavement type	Mostly Gravelled	As per the NRS 2070, for the road alignment: • **Granular Sub base course = 200 mm** • **Granular base=160mm** • **DBM= 50mm** • **Asphalt = 40 mm**
5.	Cycle track	Nil	1.5 m throughout on both side of road.
6.	Drain cum footpath	Earthen drain (Seasonal irrigation canal)	2.2 m RCC drain cum interlock tile footpath on LHS and RHS of the road.
7.	Cross drainage Structures	26 no. Slab, hume pipe and box culvert 2- Minor bridge	17 Cross drain Structure Proposed RCC Cross structure with sluice gate provided at Ch 0+710. Out of 26, 1 skew slab culvert, 9 Slab culvert, 9 hume pipe culvert, 1 box culvert and 6 Hume pipe. Name and chainage of river

S. No.	Description	Existing Scenario	Proposed Scheme
			at chainage 2+777 (Kharkhare) and 3+369 (Kharkhare)
8.	Junction Improvement	Not designed intersection	Junction Improvement at 0+000, 0+290, 0+410, 0+690, 0+840, 1+170, 2+390, 3+630 and 4+861
9.	Traffic signs/signage and road marking	Nil	Provided all along the road to ensure maximum safety to pedestrian and vehicular traffic as per Traffic Sign and Marking Manual Volume I and II. 95 road signs are provided along the road alignment.
10.	Catch Pit	None	325 catch pits provided in the road alignment
11.	Pedestrian Road crossing (zebra crossing)	Nil	53 zebra crossing provided the road alignment and 64 zebras crossing in the branch road.
12.	Road furniture (street lights)	Nil	30 lux electric street light-484 number
	Bus bays	Nil	0+360, 0+460, 3+720 and 3+580
13	Trees and plants	Trees-48	Plantation of 950 saplings

Source: DPR, 2021

1.3 Existing Road conditions and inventory

The whole 4.864 km stretch of the road is graveled. There are few ramps within the CoI which provide access to individual HH and 4 overhang encroached structure along the road alignment. The overhang structure is present at Ch 1+156,1+164, 2+198, 3+955. There are two tube wells at chainage 0+396 that will be removed during the upgradation. The municipality has declared 15 m (50 ft.) RoW of the proposed road. ROW declaration letter from the municipality is attached in Annex F.

1.5 Components of proposed upgrading of road

Detail of the proposed upgradation of road components are provided below:

1.5.1 Cross Sectional Elements

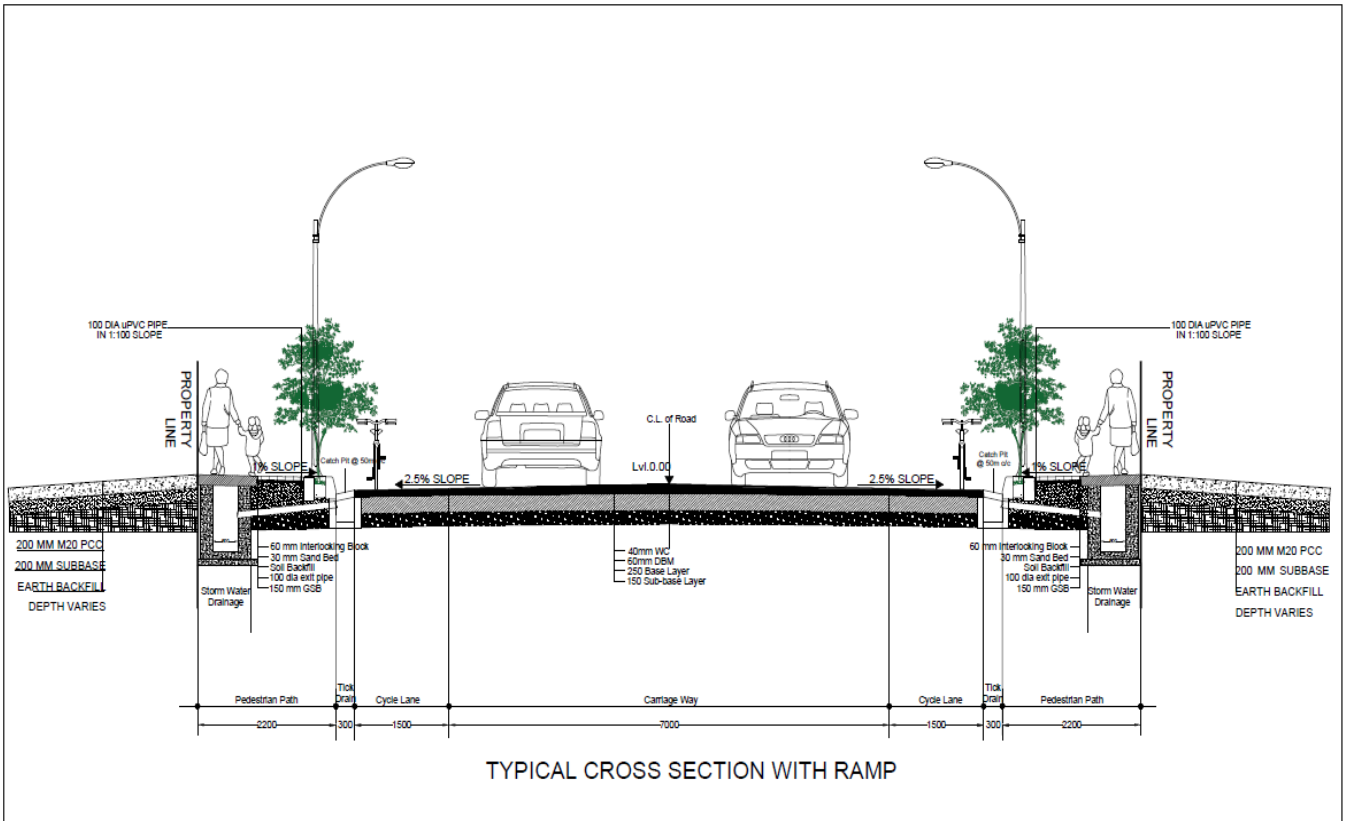

Figure 1-2: Cross Section of the Proposed Road

The schematic cross section layout of the proposed Madandangi Chowk in Damak Market and terminates at Tarabari Dipu Chowk upgrading road is shown in **Figure 1.2**

1.5.2 Ramps

Ramp for house access for cars and motorcycle has also been provided. There are 178 ramps provided along the road alignment.

1.5.3 Carriageway

Carriageway width of 2 lanes (3.5 m each from center line) has been provided to adapt the rapid growing traffic as given in traffic data.

1.5.4 Kerbs

Kerbs are provided to separate footpath with cycle lane throughout the alignment. They have been provided in accordance with the provision of Nepal Road Standard 2070.

1.5.5 Street Lights

Streetlights are provided throughout the alignment in the green zone. For carriageway electric streetlight of 30 LUX has been proposed. This will improve the visibility for the commuters at night and it will increase safety. There are 484 streetlights along the road alignment.

1.5.6 Sewer drainage

At current, the sewage is individually managed, either by septic tank or simple pit. In some parts of Damak municipality integrated sewerage system is under construction, even in this alignment around 1500m of sewerage system has already been constructed. The municipality does not plan on installing additional sewerage system on this alignment in the near future.

1.5.7 Green area

Green Utility Zone (Greenery) is with various trees which will provide shelter from heat and create cool surrounding and it will also improve the aesthetics of the street. Green area separating footpath and carriageway has been provided. The trees are provided at the interval of 10m. There are altogether 950 trees provided through the road alignment.

1.5.8 Electricity and telecom lines

The electrical and telecom lines lie mostly within the ROW, mostly in proposed cycle lane and footpath. Hence, all the electrical and telecom lines shall be relocated.

1.5.9 Water supply lines

The provision of water supply line is provided from chainage 0+000 to 2+500 there is water supply pipeline and from chainage 2+500 to 4+864 process of laying and joining of water supply pipeline is ongoing. Water supply is being operated from Damak drinking water user's committee from chainage 0+000 to 2+500 and rest is operated by Beldangi drinking water and sanitation user's committee. The pipe diameter is from chainage 0+000-2+500 and for rest road section pipe diameter is 110mm (southern side) and 63mm (Northern side).

1.5.10 Road Signs and Markings

Road Markings has been provided as per Traffic Sign and Marking Manual Volume I and II. Lane line is used to separate lanes. End of carriageway and No parking line is used to separate the cycle lane and carriageway.

1.5.11 Cycle Lane

Cycle lane of 1.5m is provided on both side of the road alignment. Pavement composition of cycle lane is given below:

Asphalt Concrete- 40mm, DBM- 50mm, Base course, WMM–160mm, and
Granular Sub base- 200mm

1.5.12 Footpath

Footpath of 2m is proposed along both sides of road alignment as the part of project design. The footpath will be raised.

1.5.13 Proposed Design of Storm Water Drainage

The drain along the road alignment is not prominent and earthen. RCC drain is proposed along the road alignment. The drain is covered with perforated slab alternately. The width of the drain is uniform of 0.6m and depth varying from 0.5-0.85m without freeboard.

1.5.14 Proposed Cross drain structure

There are 28 cross drain structure along the road alignment. The condition of the structure is explained in conditional assessment. Out of those only 17 cross drain structure is proposed.

1.6 ESIA Methodology

The study is undertaken following an overarching approach for Environmental and Social Impact Assessment (ESIA) and subsequently developing an Environmental and Social Management Plan (ESMP). A consultative and participatory process is adopted in conducting ESIA and preparing ESMP for the project of Madandangi-Tarabari Dipu Road. The strategies to undertake ESIA and preparing ESMP required both qualitative and quantitative information gathering at both primary and secondary levels. The project team at Project Coordinating Unit (PCU) of Department of Urban Development and Building Construction (DUDBC), the World Bank, different national and local level stakeholders involved in Nepal Urban Governance and Infrastructure Project (NUGIP) and the interaction with the community and related stakeholders on technical, environmental and social issues and consultants' observation of the intervention sites were undertaken. The ESIA/ESMP is in compliance with the GoN and the World Bank's policies and builds on the recent approaches and incorporates learning and previous experiences. The stepwise process in the preparation of ESIA/ESMP includes the following activities.

- Reviewed scope of works in the Terms of Reference (ToR) for ESIA/ESMP, Project Implementation Manual (PIM), feasibility reports of sub-projects.
- Reviewed applicable laws of the GoN and the WB's policies.
- Consulted project team, PCOs, stakeholders, the WB and experts.
- Reviewed feasibility of sub-projects, consulted PCO and DPR consultants.
- Followed checklist for environmental and social data of DPR.

- Prepared "safeguard" (including resettlement) checklists prior to the field visit.
- Visited sub-project sites and consulted municipality offices, district level.
- Conducted consultations, Focus Group Discussions (FGDs), Key Informant Interviews (KII), with several stakeholders. Indigenous people from the outside of the project area are also considered during FGD

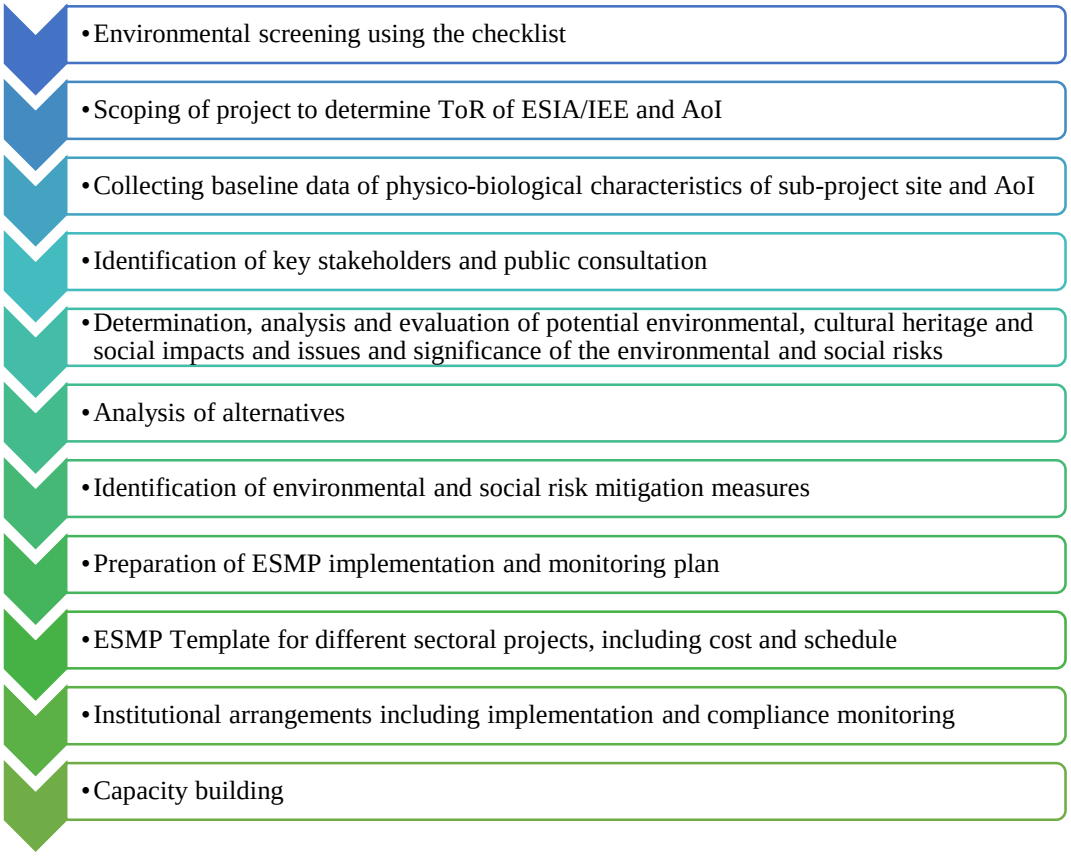

Figure 1-3: ESIA Process

Primary data for physical, biological, and socio-economic baseline information was collected. Instrumentation monitoring was performed for air, water, and noise. For biological assessment, vegetation survey was carried out. The representation of the methodologies for the ESIA of sub- project is shown in Error! Reference source not found.

1.6.1 Baseline study

Baseline data was collected for both environmental (physical and biological) and social aspects in conducting the ESIA and was used in developing the ESMP, based on the ESMF.

1.6.2 Stakeholder Analysis

A stakeholder analysis was carried out during the ESIA stage. The following activities were carried out during the analysis:

- Identified stakeholders of the sub-project
- Consulted stakeholders
- Incorporated feedback from the stakeholders into project design
- Incorporated recommendations and mitigation measures during construction and operation
- Involved stakeholders in stages of project implementation for ownership.

1.6.3 Gender assessment and GBV analysis action plan

The following activities were undertaken for gender assessment.

- Review of the legal policy framework of GoN
- Review of the set-up, capacity, and constrains within relevant institutions
- Analyze the culture amongst women of different cultural groups

- Analyze potential positive and negative impacts on women
- Analyze barriers, challenges, and constrains for the participation of women
- Identify potential entry points and interventions to enhance gender sensitivity
- Recommend project planning and implementation teams in addressing gender context

1.6.4 Assessment of potential environmental and Social Impacts

- **Likely Beneficial Impacts**

The assessment will be carried out the with the identification of beneficial impact due to the implementation of the project. Augmentation measures will be proposed for the identified beneficial impacts.

- **Likely Adverse Impacts**

Likewise, likely adverse impacts will be identified during the assessment due to implementation of the proposed project. Mitigation measures such as avoid, minimize, compensate and mitigate hierarchy will be adopted while proposing measures for the identified impacts of the project. Such measures will be proposed for the impacts identified on physical, biological and socio-economic environment.

1.6.5 Environmental and Social screening

Every sub-project under the NUGIP is subjected to an environmental and social screening process. The screening process establishes the level of environmental and social assessment required. The screening process intends to identify relevant possible environmental and social concerns as well as suggest any further investigation and assessment as necessary. Primarily, the environmental and social screening exercise is undertaken to determine the key environmental and social issues/concerns and the nature and magnitude of the potential impacts that are likely to arise on account of the proposed sub-projects. The fundamental environmental and social issues to be identified were determined by the type, location, sensitivity and scale of the municipal investment and sub-grant intervention. The results were used to determine the need for detailed assessment and the extent and type of environmental and social assessment.

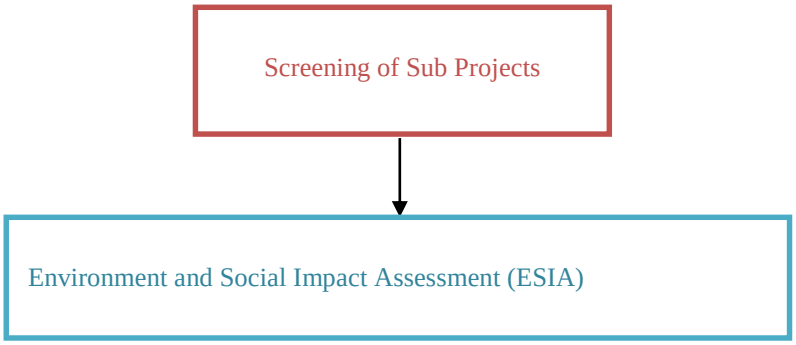

Figure 1-4: Flow of Preparation of Safeguard Instrument for the Project

1.6.7 Revision and Modification of ESMP

The ESIA and ESMP is an 'up-to-date' document that will be publicly disclosed and disseminated. Unexpected situations in the sub-project or component design would therefore be assessed and appropriate management measures will be incorporated by updating the ESMP. Such revisions will also cover any modifications introduced in the design of sub-project at any stage of the project. Also, based on the experience of application and implementation of such framework, provisions and procedures would be updated as applicable and when required with due process.

CHAPTER 2: ENVIRONMENT AND SOCIO-ECONOMIC BASELINE

2.1 Physical environment

2.1.1 Topography

Geographically, Damak municipality is situated in Northwest corner of Jhapa District of Koshi Province. It is about 475 km east from Kathmandu. The total area of the Damak Municipality is about 70.86 square kilometer with population density of 1060 per square km. The Municipality has Siwalik Hills to its north and ends with the intersection of Ratuwa River and Mawa River in the south. Most of the land in the Municipality is cultivated land with scattered settlements and urbanization is rapidly increasing in the nearby road project. The gently sloping landscape of Damak is from north to south and the elevation gradient is 97 m near Balubathan Kali top in the south to 204m in the North near Hanse. The topography of the project site is indicated in the figure below.

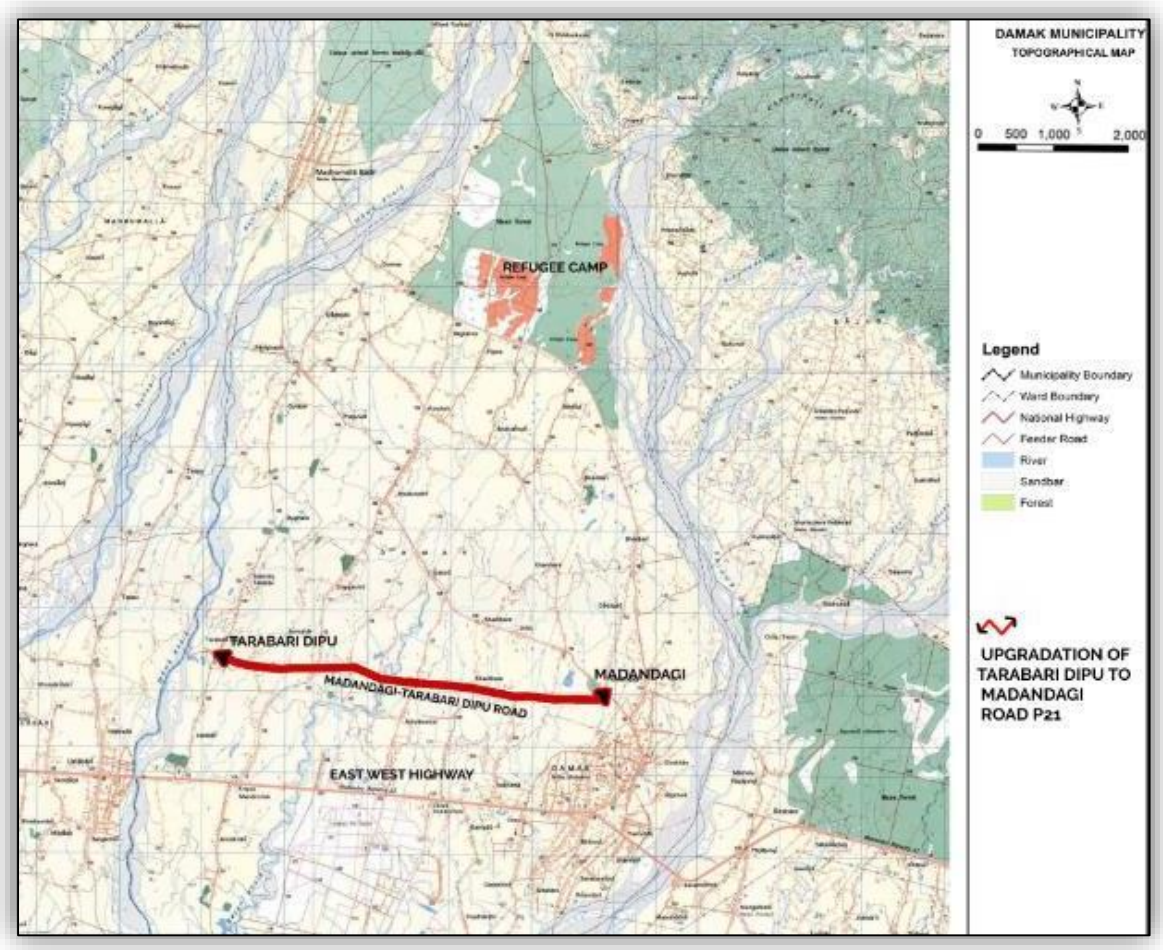

Figure 2-1: Topography of Damak Municipality (Source: Department of Survey, GoN)

2.1.2 Geology and soil

Approximately, 95 percent of the Municipality is alluvium boulders, gravels, sands and clay and the remaining comprised of fine grained, hard, grey sandstone interbedded with purple and chocolate color shales, nodular maroon clays and pseudo-conglomerates. The project area totally lies on Terai plain consisting of alluvium boulders, gravels, sands and clays and dominated by alluvial soil and clayey soil as shown in Figure 2. 2.

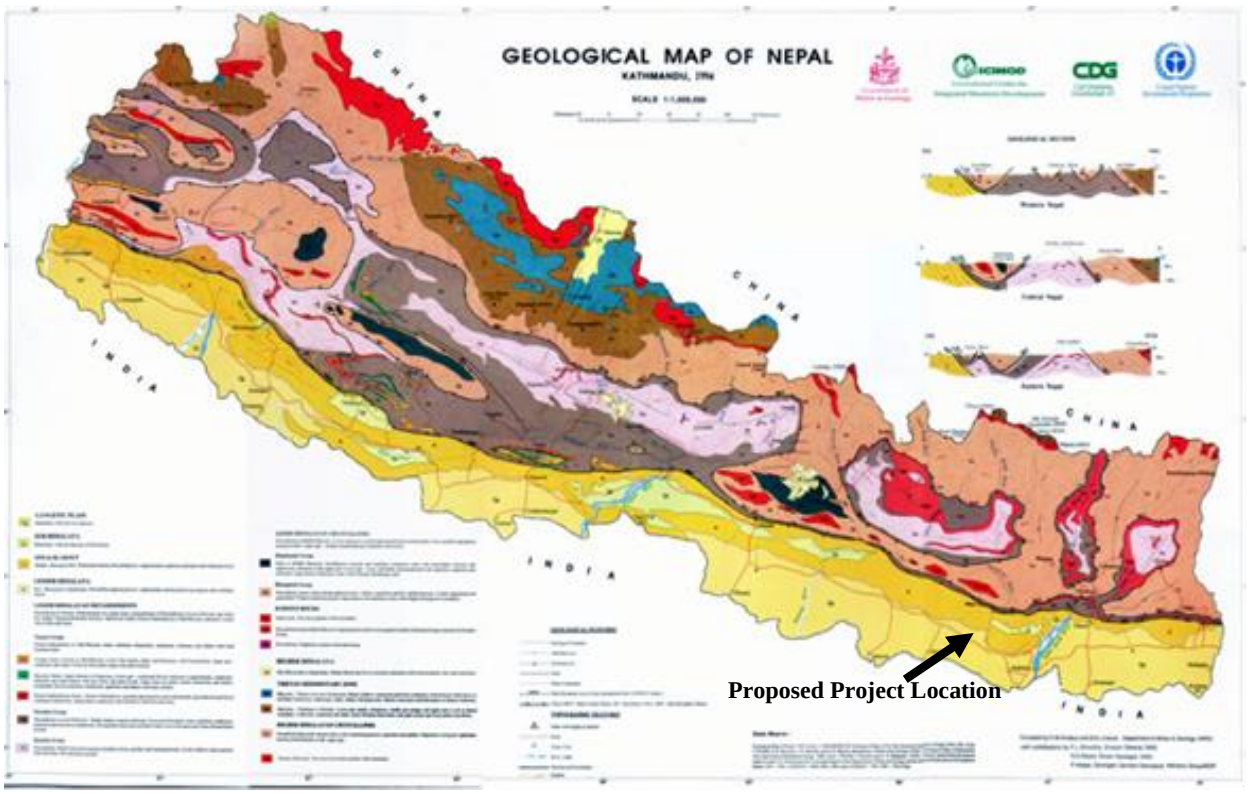

Figure 2-2: Geology of the Project Site

2.1.3 Meteorology and Hydrology

The climate of Damak Municipality is tropical. As per the record of Gaida (Kankai) station

Table 2-1.) of Jhapa, the warmest month is August with average temperature of 29.2 °C (range: 24.9°C to 33.5°C) and coldest month is January with average temperature of 15.6 °C (range: 7.4°C to 23.7°C). The average monthly rainfall in the proposed area varies from 0 mm to 213mm (maximum in 24 hrs) with total annual precipitation of 3027mm.The rainfall data was taken from year 1963-2020. (

Table 2-2). The drainage basin of Damak P_{21} road is in Mawa and Ratuwa river basins in Jhapa District of Nepal**.**

Table 2-1. Temperature record in Gaida station

Month	Air Temperature Celsius Mean Max	Min	Daily	Absolute Extreme Max	Min
Jan	**23.7a**	**7.4**	**15.6**	**28.8**	**4.0**
Feb	**278**	**9.9**	**18.8**	**30.4**	**6.5**
Mar	**33.1**	**16.2**	**24.7**	**37.5**	**13.0**
Apr	**34.4**	**21.9**	**28.2**	**38.5**	**19.5**
May	**33.7**	**22.7**	**28.2**	**38.0**	**20.2**
Jun	**33.3**	**23.5**	**28.4**	**35.6**	**20.4**
Jul	**33.3**	**24.3**	**28.8**	**36.5**	**20.4**
Aug	**33.5**	**24.9**	**29.2**	**36.5**	**22.6**
Sep	**33.5**	**12.8**	**28.7**	**35.5**	**22.0**
Oct	**33.0**	**20.9**	**27.0**	**36.0**	**17.0**
Nov	**30.2**	**16.0**	**23.1**	**34.5**	**11.5**
Dec	**27.0**	**10.0**	**18.5**	**30.6**	**7.5**
Year	**31.4**	**18.5**	**15.0**	**38.5**	**4.0**

Source: Department of Hydrology and Meteorology, GoN

Table 2-2. Precipitation Record in Gaida Station

Month/ year	Precipitation mm							
	Total	**Maximum in 24 hrs& Date**	**Number of rainy days**					
			≥ 1.0	**1.0 to 9.9**	**10.0 to 24.9**	**25 to 49.9**	**50 to 99.9**	**≥ 100**
Jan	**0**	**0/0**	**0**	**0**	**0**	**0**	**0**	**0**
Feb	**0**	**0/0**	**0**	**0**	**0**	**0**	**0**	**0**
Mar	**0**	**0/0**	**0**	**0**	**0**	**0**	**0**	**0**
Apr	**9**	**6/30**	**2**	**2**	**0**	**0**	**0**	**0**
May	**202**	**57/24**	**13**	**7**	**4**	**1**	**1**	**0**
Jun	**720**	**177/22**	**17**	**8**	**2**	**2**	**2**	**3**
Jul	**1106**	**213/21**	**24**	**8**	**5**	**4**	**3**	**4**
Aug	**571**	**114/27**	**23**	**8**	**6**	**6**	**2**	**1**
Sep	**301**	**57/11**	**19**	**8**	**6**	**4**	**1**	**0**
Oct	**92**	**43/10**	**7**	**4**	**2**	**1**	**0**	**0**
Nov	**25**	**21/13**	**3**	**2**	**1**	**0**	**0**	**0**
Dec	**0**	**0/0**	**0**	**0**	**0**	**0**	**0**	**0**
Year	**3027**	**213/July**	**108**	**47**	**26**	**18**	**9**	**8**

2.1.4 Present Land Use

The present land use of Damak Municipality includes cultivated land 41.25% and followed by built-up area 13.6%. Other land types in the Damak Municipality are forest 7.15%, tea plantation 4.5%, sand bar 3.4%, bush 3.6%, tree cluster 1.7%, river 1.3%, brick kiln 0.06% and pond 0.04%. **Figure 2.4** shows the land use type of the project site.

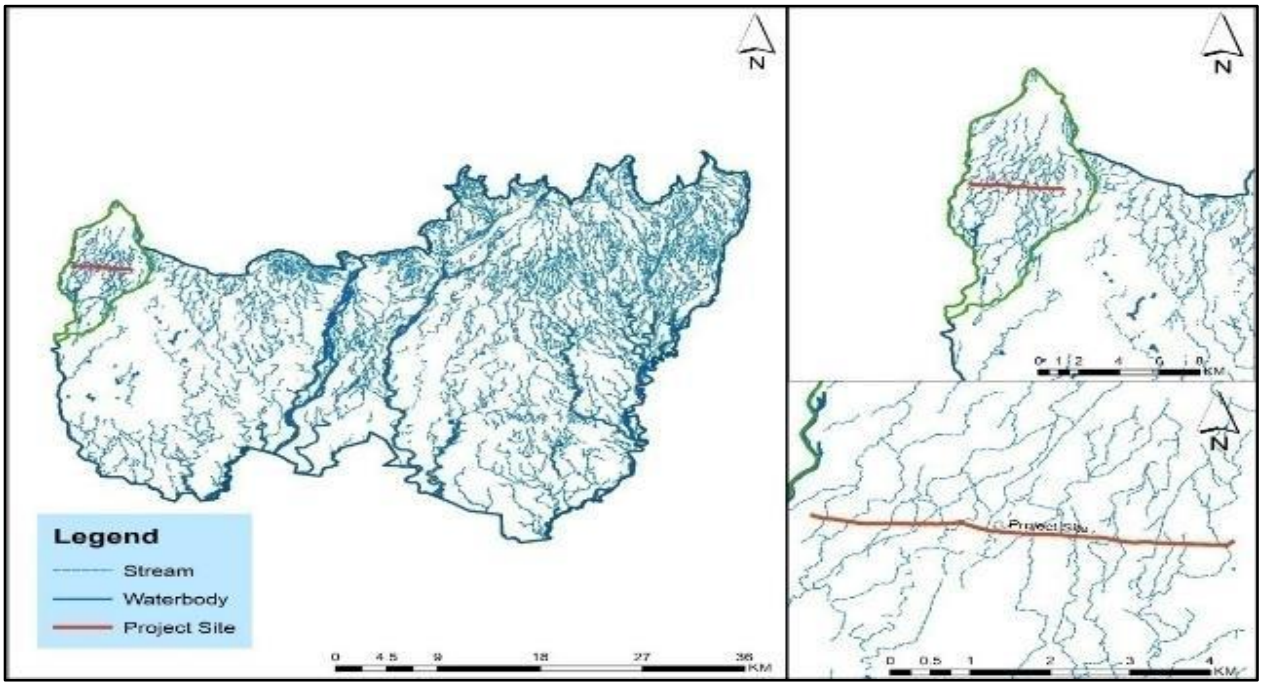

Figure 2-3: Drainage pattern of the project site

The surrounding land types in project site are mostly settlements and cultivated land.

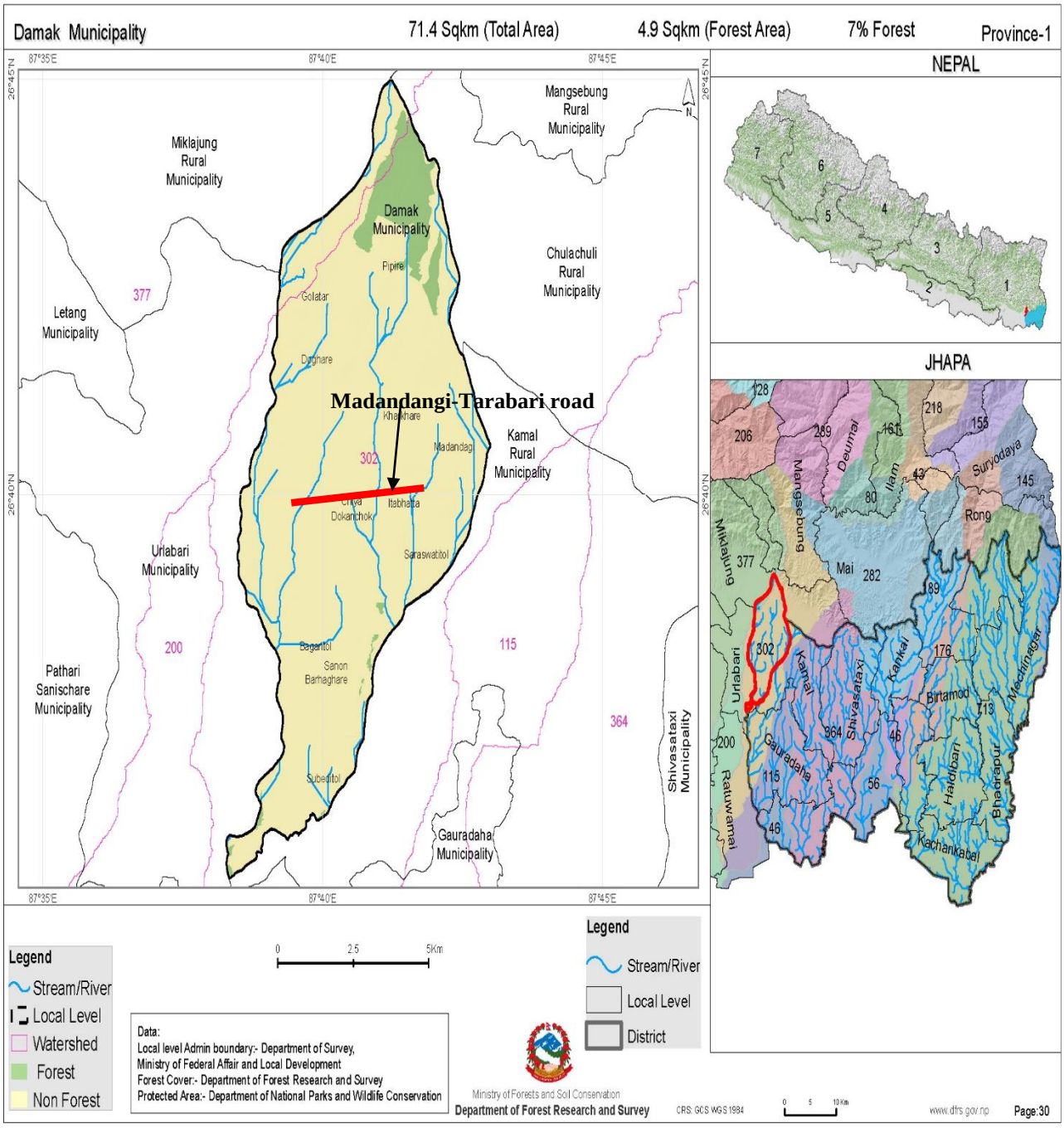

Figure 2-4: Land Use Type in Project Site, Source: (https://nepalindata.com/resource/Local-Resource-Map---Damak-Municipality/)

2.1.5 Noise and Air Quality

The air and noise of the rest of the surrounding areas is also affected by the local city vehicles and the noise created in this section. Noise level in the project site is under the permissible level. Noise pollution is not a major issue in current context. The noise level is shown in the following table.

Table 2-3: Sound Pressure at project Site

Average Sound Pressure Level, dB(A)	Time (Hr)							
	06:00	08:00	11:00	13:00	15:00	18:00	21:00	23:00
Equivalent Sound Pressure Level, (Leq)	62	68	74	69	68	66	58	56

Source: Field Survey, 2019

The air quality monitoring test report (Annex A) shows that the particulate matter concentration (i.e., TSP, PM_{10}, $PM_{2.5}$) is below National Ambient Air Quality Standard (NAAQS). Similarly, the concentration level of other criteria pollutant such as Sulfur dioxide, Nitrogen dioxide and carbon monoxide were not detected. The wind velocity in

project site is dominated from East to West and average wind speed was 1.33 m/s. The detail of Air Quality Report is attached in Appendix B.

2.1.6 Drinking water

A water supply pipeline up is present till 3+630m chainage. The water supply on right side is currently ruined by municipality while constructing drainage line. There are water supply pipelines along the alignment. The contractor will compensate any damage to the drinking water supply pipelines; the cost for the compensation is incorporated in the BOQ.

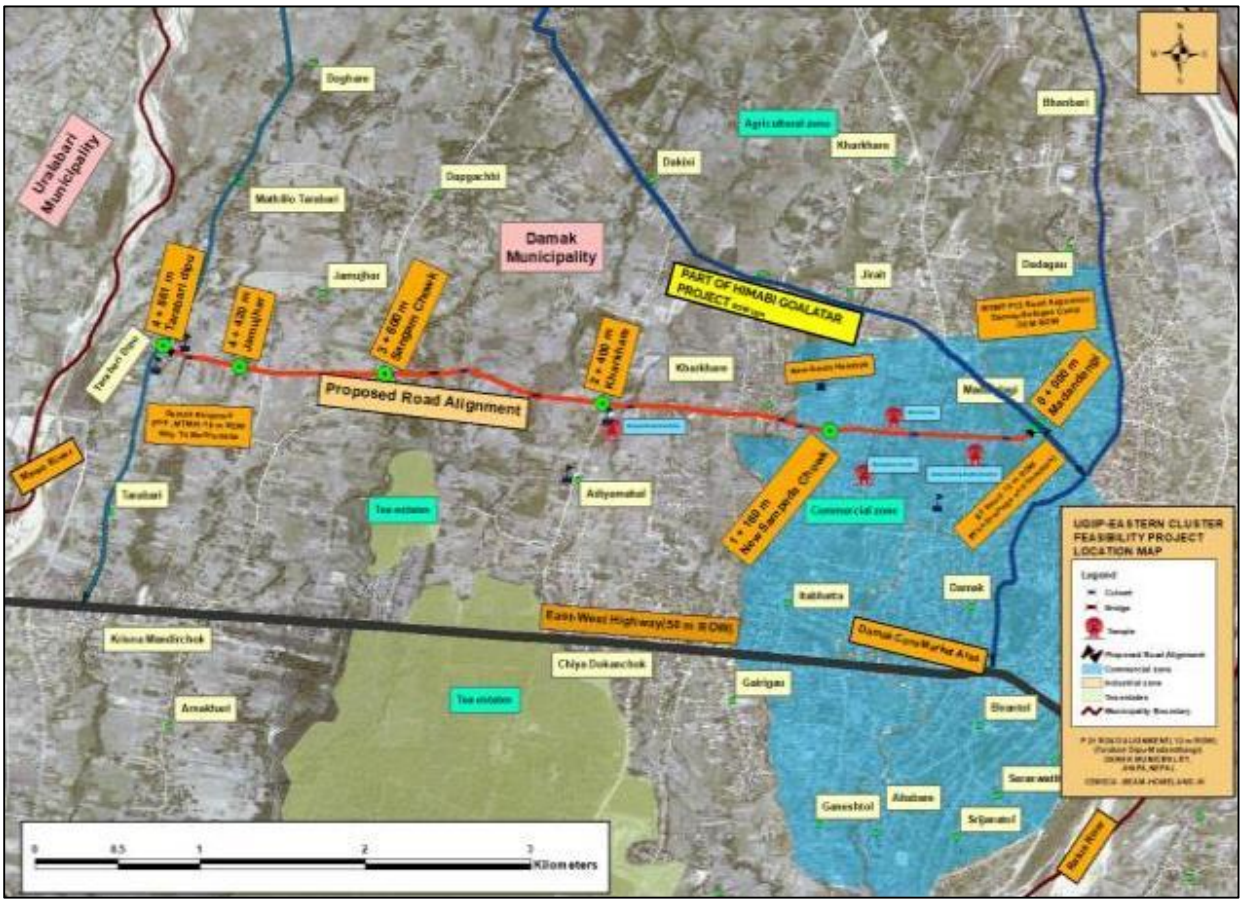

Figure 2-5: Actual Project Site

2.1.7 Road Network

As per the Municipal Transport Master Plan 2015, all major roads which connects one or more Growth Centers (market, tourism Center, industry etc.) or several wards with high network coverage, connected directly or through the National Strategic Road Network falls on the Road Class A. The road alignment is Class A road category as per MTMP of the Damak Municipality and the road network covers Ward 4 and 5.

The RoW of this road is 15m in Damak municipality's MTMP published on 23 October 2016 (2073/07/07 B. S.). Additional land is not required as construction or the CoI will be limited to 15 m. Land required for the road upgradation is already in public use.

This road alignment is the main connection of the ring road to the feeder road of the municipality after East-West highway. Commuters travel through the Damak bazaar to get to the highway and contribute to increased traffic congestion in the Damak bazaar. At current scenario, the road is graveled and not up to mark. This project will ease the traffic congestion of the Damak bazaar and helps to connect to the ring road and feeder road.

2.1.8 Footpath/Walkways

At present, there is no footpath along the road alignment and pedestrians walk on the road carriageway at high risk.

2.1.9 Storm Water Drain and Waste Water Network

There is no RCC storm water drain network in the road alignment. But there is a natural drainage system as well as irrigation canal along the stretch (1m width and 0.6m depth). There are 28 cross drain structures existed along the road alignment in order to maintain north-south natural flow of the storm water as well as for the seasonal irrigation purposes. Moreover, there is no integrated wastewater disposal system in the Municipality. The current management of sewer system is incorporated by the residence within private lands. Therefore, sewer system is not integrated in storm water drainage system.

2.1.10 Electric and telecom lines

A total of 135 electric poles and 58 telephone poles are present within the RoW. The details of the existing electric and telecom poles are shown in Table 2.4. However, there is no any optical fiber.

Table 2-4: Details of the Electric and telecom Poles

SN	Chainage		Electric Poles		Telephone poles			Chainage		Electric Poles		Telephone poles	
	From	To	Right	Left	Right	Left	SN	From	To	Right	Left	Right	Left
1	0+000	0+020	1	4	1		55	2+400	2+420		1	1	
2	0+260	0+280		2			56	2+440	2+460		1		
3	0+300	0+320		1		1	57	2+480	2+500		1	1	
4	0+340	0+360		1			58	2+520	2+540		1		
5	0+400	0+420		2		1	59	2+820	2+840	1			
6	0+480	0+500	2	1			60	2+840	2+860		1		1
7	0+520	0+540		1	2		61	2+880	2+900		1		
8	0+560	0+580		1	1		62	2+920	2+940	1			
9	0+600	0+620		1			63	2+960	2+980	1	1		1
10	0+640	0+660	1	1		1	64	3+020	3+040	1	1		
11	0+680	0+700		1			65	3+040	3+060		1	1	
12	0+740	0+760	1	1			66	3+120	3+140	1	1		
13	0+780	0+800	2	1		1	67	3+160	3+180	1			1
14	0+820	0+840	1				68	3+200	3+220		1		
15	0+860	0+880		1	1		69	3+240	3+260	1			1
16	0+880	0+900	1				70	3+300	3+320	1			
17	0+900	0+920	1		1		71	3+340	3+360	1	1		1
18	0+920	0+940	1				72	3+380	3+400	1			
19	0+940	0+960		1		1	73	3+400	3+420		1		1
20	0+960	0+980	1	1			74	3+420	3+440	1			
21	0+980	1+000	1			1	75	3+520	3+540	1		1	
22	1+020	1+040		1			76	3+540	3+560		1		
23	1+040	1+060	1		1		77	3+580	3+600	1			
24	1+060	1+080	1	1			78	3+620	3+640	1		1	
25	1+100	1+120	1				79	3+680	3+700	1			
26	1+120	1+140		1	1		80	3+700	3+720				1
27	1+160	1+180	1	1			81	3+720	3+740	1	1		
28	1+220	1+240		1		1	82	3+780	3+800	1	1		1
29	1+240	1+260	1				83	3+920	3+940	1			
30	1+280	1+300		1		1	84	3+960	3+980	1		1	
31	1+340	1+360	2	1			85	4+000	4+020	1	2		1
32	1+380	1+400		1			86	4+040	4+060	2			1
33	1+440	1+460		1			87	4+100	4+120	1			

SN	Chainage		Electric Poles		Telephone poles			Chainage		Electric Poles		Telephone poles	
	From	To	Right	Left	Right	Left	SN	From	To	Right	Left	Right	Left
34	1+480	1+500		1	1		88	4+140	4+160	1			1
35	1+500	1+520		1			89	4+180	4+200	1		1	
36	1+540	1+560		1	1		90	4+240	4+260	1			
37	1+580	1+600		1	1		91	4+280	4+300	1		1	
38	1+620	1+640		1			92	4+420	4+440		1		
39	1+640	1+660		1			93	4+480	4+500		1		1
40	1+680	1+700		1		1	94	4+520	4+540		1	1	
41	1+720	1+740		1			95	4+540	4+560				
42	1+780	1+800		1		1	96	4+560	4+580	1	1		
43	1+820	1+840		2			97	4+620	4+640		1	1	
44	1+880	1+900		1	1		98	4+640	4+660			1	
45	1+920	1+940		1			99	4+660	4+680		1		
46	1+980	2+000		1			100	4+700	4+720		1		1
47	2+020	2+040		1	1		101	4+740	4+760			1	
48	2+060	2+080		1			102	4+760	4+780		1	2	
49	2+120	2+140		1		1	103	4+800	4+820		1	2	
50	2+160	2+180		1			104	4+820	4+840			1	
51	2+220	2+240		2	2		105	4+840	4+860	3	4		
52	2+260	2+280		1			**Sub Total**			**45**	**73**	**34**	**24**
53	2+320	2+340		1	2		**Total (Sn1 to Sn 105)**			**135**		**58**	
54	2+360	2+380		1									

2.1.11 Details of Road

During the field study, the terrain, surface type, road width, forest area, eco-sensitive zones, bridges, intersections, pavement condition, street furniture were observed within the project area. The detail inventory of road, bridge and culvert are presented in Table 2-5:, Table 2-6: and Table 2-7:.

Table 2-5: Inventory of Road

Section		Terrain (plain/Rolling/ hilly)	Land Use (Built Up/Agri/Forest /Industrial/Barren)	Name of Village	CARRIAGEWAY			SHOULDER			Embankment Height(m)	Sub-Mergence (cm)	Details of Cross Roads (Junctions)			Proposed RoW	Remarks
From	To				Type (BT/CC/ GR/ ER)	Width(m)	Condition (G/F/P/VP)	Type (BT/CC/ GR/ ER)	Width (m)	Condition (G/F/P/VP)			Location	Road No (km)	Existing clear width)		
0+000	0+290	Plain	Built Up urban/Agri	Adarsha Tole, Madandagi	BT	4.5	VP	ER	1.5	VP	0.10		Adarsha Tole, Madandangi	P14	15	15	Public Tree outside of ROW at Ch 0+000
0+290	0+695	Plain	Built Up/Agri	Gumba Chowk	GR	6	F	ER	1.0	P	0.30				15	15	
0+690	0+840	Plain	Built Up/Agri	Araniko Chowk, Kharkhare	GR	6	F	ER	0.7	P	0.40				15	15	
0+840	1+100	Plain	Built Up/Agri	Mahadev Chowk, Kharkhare	GR	6	F	ER	0.5	P	0.45				15	15	
1+100	2+330	Plain	Built Up/Agri	Naya Sampada Chowk, Kharkhare	GR	6	F	ER	0.4	P	0.45				15	15	Shree Viddhodaya School at Ch 2+360
2+330	3+630	Plain	Built Up/Agri	Chiya bagan Road, Adiya Mall	GR	6	F	ER	0.4	P	0.30				15	15	
3+630	4+850	Plain	Built Up/Agri	Sangam Chowk	GR	6	F	ER	0.4	P	0.45				15	15	
4+850	4+860	Plain	Built Up/Agri	Tarabari Dipu	BT	6	G	ER	0.4	P	0.30		Tarabari Dipu	P14	15	15	

Table 2-6: Bridge survey

SN	Location	Name of river and Type of crossing	Length of Bridge/Span Arrangement (m)	Average Vertical Clearance(m)	Type of Bridge			Year of Construction	Detail of Superstructure			HFL (m)	Thickness of Girder Slab (m)	Type of Protecting work and Condition	Remarks
					Super structure	Sub-Structure	Foundation		Features	Type	Condition (VG/G/P/VP)				
1	2+770 Kharkhare	-	12m	1.5	RCC	RRM	RCC	2008	Deck	RCC	P	128.6	0.25	Stone Masonry/ Gabion Wall/Brick work	
									Carriageway	RCC					
									Footway	-					
									Railing	NE					
2	3+360 Kharkhare	-	6m	2.3	RCC	RCC	RCC	1998	Deck	RCC	F	127.9	0.25	Brick work/ RCC Wall	
									Carriageway	RCC					
									Footway	-					
									Railing	NE					

The road is in poor condition with dilapidated BT and gravel. There is no designed junction, cycle track, footpath and safety feature along the road alignment.

Table 2-7: Culvert Survey

SN	Location	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and total Vent way (No X Length (m)	Carriage way width(m)	Width of Culvert (m)	Details of Protection Works		Condition of various features of Culvert					Height above Bed level		Presence of Scour	Adequacy of Water way	Remark
							Type	Condition	Slab/Pipe/Box/Arch	Head wall	Wing wall	Return wall	Parapet Handrail	U/S Side (m)	D/S Side (m)			
1	0+211	Skew Slab Culvert	0.18	2X2.4	5	5.5	RRM	P	P	-	-	-	P	1.59	1.61	Yes	No	Skew Box culvert is proposed
2	0+616	Slab Culvert	0.17	1X2.3	6	6	RRM	P	P	-	-	-	-	0.82	0.94	Yes	No	Required
3	0+710	Hume Pipe Culvert	-	2*0.9	6.7	7.5	RRM	F	F	F	-	-	P	1.00	1.10	No	No	RCC Crossing structure is provided with sluice gate
4	0+927	Box Culvert	0.33	1X1.6	8	8.8	RCC Structure	F	F	-	F	-	-	1.25	1.30	No	Yes	Box culvert proposed
5	1+337	Hume Pipe Culvert	-	1X0.9	6.8	7.6	Stone Masonry	P	F	P	-	-	P	0.30	0.40	No	No	Box culvert proposed
6	1+433	Slab Culvert	0.18	1X3	5.7	6.3	Block wall	P	P	-	P	-	P	1.50	1.60	Yes	Yes	Box culvert proposed
7	1+640	Slab Culvert	0.15	1X1.1	5	5	RCC Structure	P	P	-	-	-	-	0.75	0.80	No	No	Box culvert required
8	1+849	Slab Culvert	0.25	1X2.7	5.9	6.1	-	-	P	-	-	-	P	0.90	1.00	Yes	No	Box culvert proposed
9	2+010	Hume Pipe	-	1X0.6	7	10	-	-	F	-	-	-	-	0.60	0.60	No	No	Box culvert required
10	2+160	Hume Pipe	-	1X0.6	6	7.5	-	-	P	-	-	-	-	0.60	0.60	No	No	Box culvert proposed
11	2+190	Hume Pipe	-	1X0.6	6	10	-		P	-	-	-	-	0.20	0.25	No	Yes	Since there is no river stream culvert is not Required
12	2+268	Slab Culvert	0.3	1X2.8	5.6	6.2	Brick	P	P	-	P	-	P	1.40	1.50	Yes	No	Box culvert proposed

SN	Location	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and total Vent way (No X Length (m)	Carriage way width(m)	Width of Culvert (m)	Details of Protection Works		Condition of various features of Culvert					Height above Bed level		Presence of Scour	Adequacy of Water way	Remark
							Type	Condition	Slab/Pipe/Box/Arch	Head wall	Wing wall	Return wall	Parapet Handrail	U/S Side (m)	D/S Side (m)			
13	2+390	Slab Culvert	0.2	1X0.75	9	12.1	RRM	P	P	-	-	-	-	1.60	1.70	Yes	No	Box culvert required
14	2+430	Slab Culvert	0.2	1X1.5	4.3	5.8	Brick	P	P	-	-	-	P	1.20	1.30	Yes	No	Box culvert proposed
15	2+660	Hume Pipe		1X0.6	6.5	7.5	RRM	P	P	P	-	-	P	0.80	0.90	Yes	No	Box culvert required
16	2+860	Hume Pipe Culvert		1X0.6	5.5	6	RRM	P	P	P	-	-	P	0.60	0.60	Yes	No	Box culvert proposed
17	3+070	Hume Pipe	-	1X0.6	6.5	7	RRM	P	F	P	-	-	P	0.60	0.60	No	No	Irrigation crossing Required
18	3+206	Slab Culvert	0.2	1X2.8	4.4	6.2	-	-	P	-	P	-	P	1.50	1.55	Yes	No	Box culvert proposed
19	3+369	Hume pipe culvert	-	1X0.45	9	10	RRM	P	F	P			P	0.45	0.45	No	No	Box culvert required
20	3+609	Hume Pipe Culvert	-	1X0.9	5.5	6.5	RRM	F	P	P	-	-	-	0.90	0.90	No	No	Box culvert proposed
21	3+850	Hume Pipe Culvert	-	1X0.75	7.3	7.5	RRM	P	P	P	-	-	P	0.75	0.75	No	No	Box culvert required
22	3+968	Hume Pipe	-	1X0.9	6.8	7.5	Brick	P	F	P	-	-	-	0.90	0.90	No	No	Box culvert proposed
23	4+180	Hume Pipe Culvert	-	1X0.6	7.3	7.5	RRM	P	P	P	-	-	-	0.60	0.60	No	No	Irrigation crossing Required

SN	Location	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and total Vent way (No X Length (m)	Carriage way width(m)	Width of Culvert (m)	Details of Protection Works		Condition of various features of Culvert					Height above Bed level		Presence of Scour	Adequacy of Water way	Remark
							Type	Condition	Slab/Pipe/Box/Arch	Head wall	Wing wall	Return wall	Parapet Handrail	U/S Side (m)	D/S Side (m)			
24	4+280	Hume Pipe Culvert	-	1X0.45	6.8	7.5	RRM	F	P	P	-	-	-	0.45	0.45	No	No	Irrigation crossing Required
25	4+412	Slab Culvert	0.3	1X3.9	5.4	6	Brick	P	F	-	P	-	P	2.40	2.50	Yes	Yes	Box culvert proposed
26	4+707	Hume Pipe Culvert	-	1X0.9	7	7.5	Stone Masonry	F	F	F	-	-	F	0.90	0.90	No	No	Box culvert proposed

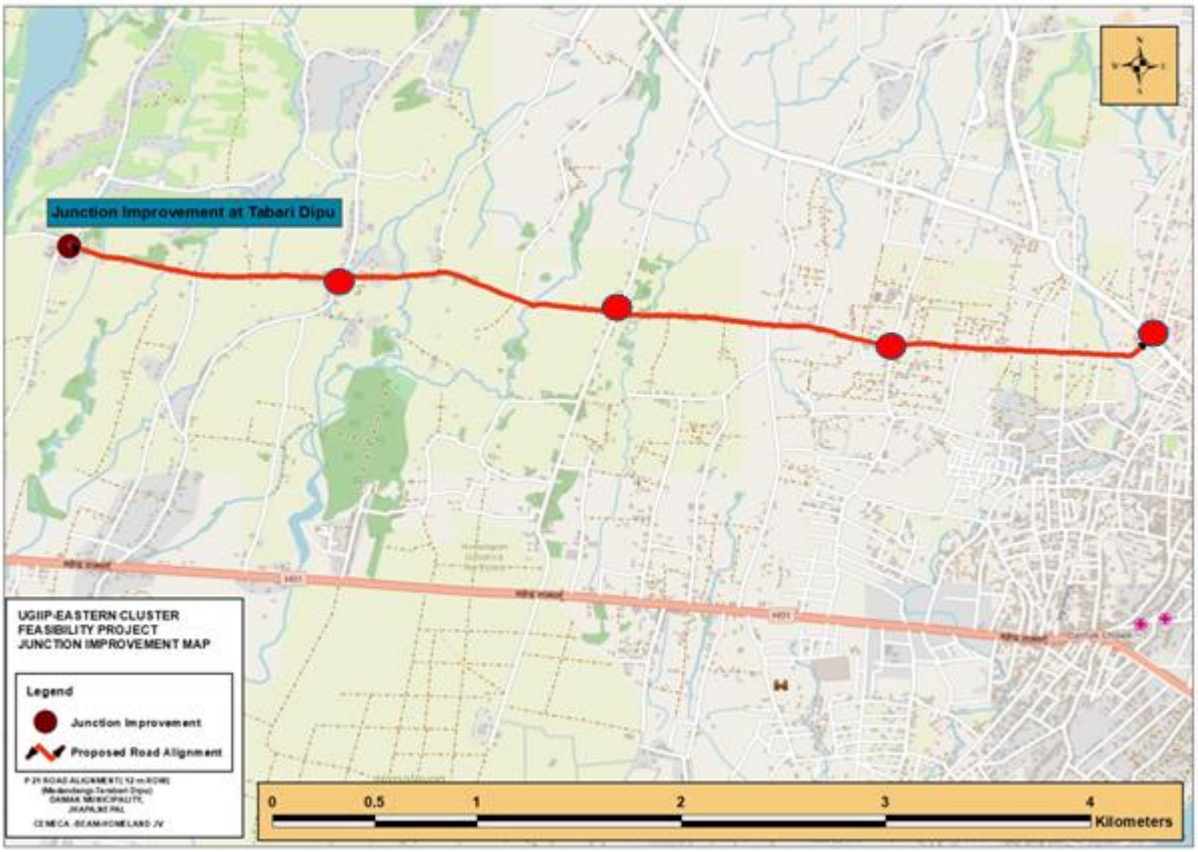

Figure 2-6: Existing Junction along the alignment

There are 5 junctions along the road alignment that needs improvement at chainage 0+000, 0+389, 1+340, 2+380, 3+630, 4+860. However small intersections were identified at Chainage 0+676, 0+839, 1+130, 1+620, 4+260 and 4+390. The junctions are shown in **Figure 2.6.**

2.2 Biological Environment

A total of 48 trees of different species such as Mango, Camphor, Betel-nut, Swami, Ashok, Parijat, Tanki, Kadam, Bayar, Jamun etc. are found within the RoW of the project. There weren't any bird nests found in these trees. Besides, other vegetation patches are Bamboo, Banana, Ashok, Supari and additional 71 shrubs in RoW. The project site does not comprise of any bird or wildlife habitat area. As this is a built-up area, the terrestrial faunas on the project area were not noticed during the visit. However, the common birds like Sparrow, Crow, Dove, Common Maina are found in the project area.

Table 2-8: Major tree species found in the RoW of the project

SN	Scientific Name	Common Name	Use
1.	*Delonix regia*	Gulmohor	Aromatic
2.	*Anthocephalus cadamba)*	Kadam	Fuelwood
3.	*Musa acuminate*	Banana	Fruits
4.	*Areca catechu*	Supari	Fruits/Ornamental
5.	*Saraca asoca*	Ashok	Ornamental/Fuelwood
6.	*Melia azedarach*	Bokena	Medicine/Fodder/Fuelwood
7.	*Moringa oleifera*	Sajina	Fuelwood/Vegetables
8.	*Psidium guajava*	Guava	Fruit
9.	*Carica papaya*	Papaya	Fruit
10.	*Trewia nudiflora*	Teak	Timber
11.	*Eucalyptus camaldulensis*	Masala	Timber
12.	*Nyctanthes arbor-tristis*	Parijaat	Relegious/Aromatic
13.	*Syzygium cumuni*	Jamun	Fuelwood/Fodder

SN	Scientific Name	Common Name	Use
14.	*Prunus avium*	Cherry	Fruits/Shed
15.	*Mangifera indica*	Mango	Fruit
16.	*Ficus benjamina*	Swami	Fuelwood
17.	*Zizyphus mauritiana*	Bayer	Fruit
18.	*Bambusa/Dendrocalamus*	Bamboo	Fence
	Cinnamomum camphora	*Cinnamomum camphora*	Medicine

Source: Field Survey, 2021

***Note**: Cutting of trees (Tree Size-4 and Pole Size-44) within the ROW will be compensated from the road side plantation. In addition to, Buffer zones, protected areas, wetlands, conservation areas and eco-sensitive areas are not affected by the proposed road.*

2.3 Socio-economic and Cultural Environment

2.3.1. Socio-economic Overview

Madandangi to Tarabari Dipu road is a parallel road of East-West highway and also a connecting road for AMDA hospital, Kholsi River, East West highway with Damak Bazar. The highway is less than a kilometer from the Tarabari Dipu chowk. Among the surveyed households in the project area, population of migrant community is almost equal to the locals who have been living in the area for multiple generations (59.7%). The road provides an alternative route for existing highway in emergencies and serves the community in other regular purposes since the last 3 decades.

2.3.1.1. Details of settlements within the project area

In the settlements falling within the project area, road alignment connects the high potential urban expansion zone with the market center. Settlement pattern in the project area is semi-urban and the land is use for both agricultural and residential purpose. The roadside area has scattered residential settlement with permanent crick concrete houses. The housing pattern also differs in the different ethnic groups. Dhimals from the area live in a cozy settlement with semi-permanent (made up of stone earthen/brick concrete) mixed houses.

The road passes through number of plotting and newly built houses. Madandangi-Tarabari Dipu Chowk Road acts as an urban road parallel to East-West highway; this road also helps to take off the traffic pressure of East West Highway for mobility along East-West direction within the Municipality. No other parallel road exists that runs across the municipality.

2.3.1.2. Details of Households within the project area

The proposed project lies in Damak Municipality of Jhapa District in the Koshi Province of Nepal. There are different types of houses within the project area. Concrete House, Raw House and Hut Houses are found in this project area. The total numbers of households are 27,569 in Damak Municipality.

Table 2-9: Households Population by sex of Damak Municipality

Ward	Household	Total Population	Male	Female
1	**3669**	**13738**	**6314**	**7424**
2	**2880**	**11632**	**5494**	**6138**
3	**2687**	**11037**	**5236**	**5801**
4	**2900**	**11297**	**5413**	**5884**
5	**4084**	**15171**	**7096**	**8075**
6	**1645**	**6378**	**3106**	**3272**
7	**1801**	**7387**	**3552**	**3835**
8	**2812**	**10717**	**5156**	**5561**
9	**3657**	**13996**	**6673**	**7323**
10	**1434**	**5874**	**2779**	**3095**
Total	**27,569**	**107,227**	**50,819**	**56,408**

Source: NPHC 2021

2.3.1.3. Details of the Ratio of Females to Males living within the project area

Overall ratio of male to female population in project area as per 2021 population census was 90.09 with 47.39% (50,819) of males and 52.61% (56,408) of females.

2.3.1.4. Details of castes and religious communities residing within the project area

The particular project area is a community of mixed caste and ethnic groups comprising Brahmins- Hill caste together with the people of several other castes with total population of 18,990. These includes Dhimals, Rais, Gurungs, Limbus, Tamang's, Brahmins and Chettri's. Whereas, the project RoW reveals 36% Dhimal, 22% Brahmin, 15% Rai and other caste. Male to female ratio is depicted 1:0.99, which is almost equal in the proportionate. Average age of the family member is estimated at 35.1 ranging from one-year child to 99 years old senior citizen. It is quite encouraging to note that 71.25% of the total surveyed population belonged to economically active population. Of all the following population only 2 people are noted to be disable people.

2.3.1.5. Details of cultural sites and practices of the castes living within the project area

No significant cultural heritage sites were found along the alignment. There is a diversity in the cultural practices of the castes within the project area. Cultural festivals like Dashain, Tihar, Chhath, Ram Navami, Shivaratri, Maghi, Buddha Jayanti, Eid, Moharram, and Christmas are celebrated in this region which is inhabited by different castes and religions.

Table 2-10: Details of the cultural practices of the castes living within the project area

Name of Local Level	Name and Ward No.	Cultural Rituals
Damak Municipality	All Damak municipality	Dashain, Tihar, Teej, Maghi, Holi, Buddha Jayanti, Eid, Moharram, Christmas etc.

Source: City profile of Damak Municipality, 2075 B.S

2.3.1.6. Details of the educational level of the residents within the project area

According to NPHC 2021, overall literacy rate in the surveyed area is 83.9%. However, males' overall literacy rate is found to be higher than their counterpart females, which is stated in the **Table 2-11**: Literacy status and rate of the population 5 year &above at project Municipality

Description	Population 5 years & above (%)			Literacy rate (%)
	Can read and write	Can read only	Can't read & write	
Both Sex	88	0.3	11.7	88.0
Male	92.6	0.2	7.2	92.6
Female	83.9	0.3	15.7	83.9

Source: NPHC, 2021

Table 2-12**Table 2-11: Literacy status and rate of the population 5 year &above at project Municipality**

Description	Population 5 years & above (%)			Literacy rate (%)
	Can read and write	Can read only	Can't read & write	
Both Sex	88	0.3	11.7	88.0
Male	92.6	0.2	7.2	92.6
Female	83.9	0.3	15.7	83.9

Source: NPHC, 2021

Table 2-12: Literate population aged 5 years and above by educational level

S.N.	Category	Population	Percentage
1.	Early childhood	3429	3.98
2.	Primary education	19200	22.28
3.	Lower secondary	14770	17.14
4.	Upper Secondary	15562	18.06
5.	SLC	12287	14.26
6.	Intermediate	14126	16.39
7.	Graduate	4783	5.55
8.	Post Graduate equivalent & above	1942	2.25
9.	Other	88	0.10

Source: NPHC, 2021

2.3.1.7. Details of educational institutions falling within the project area

The number of basic schools is highest in the settlements within the project area while the number of higher secondary schools and colleges is low.

Table 2-13: Schools in and near the road alignment

S.N.	Name of the School
1	Shreee Tarabari School
2	Shree Creche International Academy
3	Bidhyodaya Pre-Primary School
4	Pearl Academy
5	Sarwodaya School

Source: Field Survey, 2019

Even though there are no temples along the alignment, the project road provides access to 4 temples.

2.3.1.8. Condition of health, health institutions and sanitation within the project area

The condition of health facilities and sanitation within the affected area of this project has changed satisfactorily. At present there are health posts in all the municipalities and wards and hospitals are operating in the Damak Municipality area close to the project. Also, every household has built a toilet. Diseases like fever, cold, cough, asthma, hypertension and diabetes have been found in this area. The details of health institutions within the project area are shown in Error! Reference source not found..

Table 2-14: Details of Health Institutions within the Project Area

Municipality	Wards	Health Post	Clinic/Pharmacy/ Policlinic	Ayurveda Hospital	Hospital
Damak	All Wards	5	5/12/210	1	2

Source: City profile of Damak Municipality, 2075 B.S

2.3.1.9. Employment and income status

The main occupations of the residents living within the project area are agriculture, animal husbandry, trade, government jobs and foreign employment. Foreign employment is particularly focused to the different cities in India while few of them have gone to Gulf countries. Most of the people are running small and medium enterprises at the local level and working on a daily wage. The income of urban dwellers is comparatively higher than the rural settlers.

2.3.1.10. Condition of infrastructure

Few of the ward offices are under construction while the others are in concrete buildings. It was found that there were paved roads, gravel roads and unpaved roads, paved bridges connecting one village to another, and some bridges were under construction. There are local clubs in different wards. Similarly, access to electricity was extended to all households and poles and trees were used for power transmission lines. Almost all of the people used mobile phones for communication facilities.

2.3.1.11. Roads and its types

The project affected areas have paved, unpaved and gravel roads. In the rural areas, road construction and leveling work is being done and concrete bridges are being built on small and big rivers.

2.3.1.12. Value of land

While there are quite cheap lands in rural areas within the project affected areas, the price of land is increasing due to increasing population density in urban areas.

2.3.1.13. Public facilities

In the project-affected area, the majority of the ward offices are made of concrete structures, and others are still under construction. There were both paved and unpaved roads which are still under construction, as well as paved bridges linking various villages together and some bridges that were still being built. There are few public toilets and public taps. There are neighborhood clubs in many wards. Similar to how all families now have access to electricity, the majority of people utilize mobile phones as communication tools.

2.3.1.14. Migration Status

Both in and out migrations are common in the project area. In migration in the project area from the hill district has been the most common phenomenon. Now most of the households have a male out-migration. In order to get basic amenities in urban areas, to trade, to run small and medium scale industries, to find daily employment opportunities and to make a living by farming in the fertile lands of the Terai. There are many people coming from Taplejung, Panchthar, Ilam and Terhathum district.

2.3.1.15. Market and its position

Damak and Urlabari are the main markets for most of the residents living in the project affected areas and goods are being procured at wholesale prices from the same market and transported from the local bazaars and grocery stores to the rural areas. Locally produced food, vegetables, pulses, oilseeds, goats, chickens, fish, etc. are sold in the local market on a daily and weekly basis.

2.3.1.16. Potential Development Centers

As various physical infrastructures are being developed around the head office and ward office of the village municipality in the project affected area and on the right and left side of the road touched by the highway, these same areas are being developed as development centers.

Table 2-15: List of temples, rest areas and other community owned properties

S. No.	Name	Type
1	Dhimal Gramthan Temple (200 m from Kharkhare Chowk	Temple
2	Dhaneshwor Temple (300m from Sampada Chowk),	Temple
3	Shiva Temple (50m from project road)	Temple
4	Sange Choiling Buddha Gumba (100 m from project road)	Gumba

Source: Field Survey, 2021

2.3.2. Existing Gender Status

2.3.2.1. Gender Issues/Status

During ESIA significant number of women participated in the discussion and showed concerns in the project. Though 77% women can read and write in the municipality, women participation in decision making is very low. Significant gender gap could be seen in work force participation and in education status. 1673 elderly, 7 single women, 54 differently abled and 1770 widowed women are receiving social security allowance from the Municipality. The project at first appear to benefit everyone equally in a community, however men and women may have different needs and priorities in terms of how a service should be designed and delivered.

2.3.2.2. Female Headed Household

The socio-economic survey identified 58 households in which 14 (24%) household owned by female. As compared to national figure 31.3%, female headed household in the surveyed area is lower. Among them 5 HH was found due to overseas employment and 6 are single women headed household. Considering that women constitute 51.5 percent of Nepal's total population and around 75 per cent of women are engaged in agriculture as their primary occupation, it is ironic to find that women often don't have ownership of land that they have been tilling for years. And in Terai, agriculture is the main source of livelihood. Of the total surveyed households, 32 (55%) households are engaging in agriculture as a primary source of livelihood and among them 9 HH (28%) belongs to female.

2.3.2.3. Workload on Women

Because of overseas employment, women are overburdened with workload (both household as well as outside workload). The rudimentary road condition adds additional workload to the women in this road alignment. Both male and female equally do labor work in low-income family and difference in wages in male and female labor is common.

2.3.2.4. Issues of Equal Wage

There is no equal wage rate for the women and men. Women receive half of the men get. Sometime manual working women who come from outside come to work with their small child, but it is very rare. However, they do not be the school age going children with them while working for wage labour.

2.3.3. Socio-economic Environment of the RoW

The Madandangi - Tarabari Dipu road starts at Madandangi chowk and ends at Tarabari Dipu chowk after passing through Sampada chowk, Kharkhare chowk, Sangam chowk and Jammu chowk connecting settlements of wards 2, 3, 4 and 5 of Damak municipality. Length of the proposed road is 4.86 km. Existing width of the road is 15 m and it is already in public use. RoW of the road as declared by the municipality is also 15 m. It was declared on 23 October 2016 (7 Kartik 2073). Evidence is provided in Annex F.

Scope of this road project is to upgrade the existing road section with widened black top road, footpath provision, drain construction and junction improvement along with necessary road furniture. The alignment of the road passes mostly through agricultural land and rural settlements. For the purpose of obtaining socio-economic status of the project, above 10% households residing in 50 meters from either side of RoW were surveyed. Bananas (21 individual numbers), and bamboos (50 culms) owned by the locals are existed within the ROW of the proposed alignment.

2.3.2.1. House Ownership

Out of total surveyed population, 62.11% males are found to be house owner followed by 37.89% house ownership under the females.

2.3.2.2. Religion

Hindu revealed to be dominant religion followed by 8.8% Buddhist. Other religion comprised of Christianity and Muslim.

2.3.2.3. Residency in the Region

Majority of the respondents (74.84%) are residing there from the long period without knowing the exact year of their settlement history. About 8% said that they are indigenous since the existence of area. Rest of them was found to be residing in the areas ranging from 15 to 30 years.

2.3.2.4. Occupation

Agriculture revealed to be the key occupation for 42.66% of the surveyed population. Laboring stood as the second major occupation of the surveyed households. The survey result showed that dependent population is less than 2 percent. However, students are also required to be considered as dependent population as they are not found involved in any economic occupation. Less dependent population clearly showed that even population belonged to 65 and above also actively involved in agriculture or shops. With regard to training, each male has received training either on masonry, driving or electrician. Also, one of the female was found to be involved in driving followed by the next involved in tailoring.

2.3.2.5. Food Sufficiency

About 43 percent households have food sufficiency for their family from their agricultural products as indicated in Figure 2-7: Food Sufficiency from Agricultural Product

On an average, food sufficiency from agriculture product is estimated to be sufficient for 6.27 month. On the other hand, food from their own agriculture product is found sufficient for more than 3 months only to 23.19% respondents.

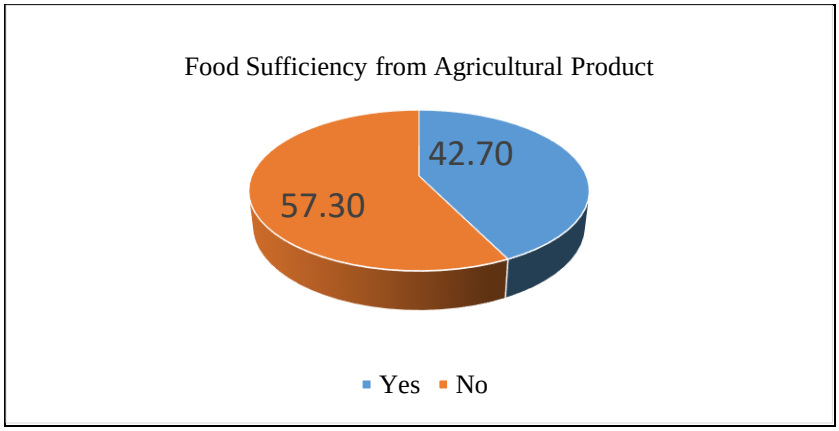

Figure 2-7: Food Sufficiency from Agricultural Product

2.3.2.6. Ways to food sufficiency

Various means cited by the respondents to support their food deficiency in the family taking loan and foreign employment. Foreign employment comprised of working in India as a job or labor.

2.3.2.7. Sources of Irrigation

Slightly more than 50% people in the surveyed areas are still depending on the rainwater for agriculture purpose. Accessibility to canal water is found to be limited to 12.63% only followed by 18.69% drain water users.

2.3.2.8. Cooking Practice

97% of people did not use a smoke-free cooking system. Most of them use gasoline for cooking, and only a few people use wood as fuel.

2.3.2.9. Affiliation with Organization/Institution or Groups

More than 50% of the respondents were involved with some association/organization or groups. Women are found to be involved more in various types of organization/groups than their counterpart males. This clearly showed that women in the surveyed areas are found active. However, most of the respondents were found involved in saving groups that other social organizations.

2.3.2.10. Views on the Project

All respondents were found positive with the project intervention. Details of concerns raised by stakeholders can be found in Section 7 of this document.

2.3.2.11. Social Problems

Disturbance due to noise, family conflict and family to family conflict and disputes for small matters were noted as the common social problems in the surveyed area. It should also be noted that except 3 respondents none has noticed women violence in the areas. However, the main cause of noticed violence is found due to alcohol.

2.3.2.12. Participation in Project Study Phase

87.37% respondents said that they participated in the study phase of the project followed by 12.63% non-participators. Almost all respondents suggested for timely completion of the project, so that they could have benefits of road expansion.

2.3.2.13. Land Ownership

80.6% house-owners of the surveyed areas have their own land. However, 18.7% respondents did not wish to state about their land availability and ownership. In the connection with land ownership, males' have dominant role in land ownership. Out of total land ownership, females' ownership is found limited to 38.2%. This showed the continuation of socio-cultural trend even in the land ownership. Large number of respondents (50.66%) have cultivable land followed by 48.03% respondents have kitchen garden. This indicated that the respondents in this area are more interested in vegetable fruit farming. Average land holding size estimated at 0.3527 hectare ranging from minimum of 0.0025 hectare to 12.2 ha.

CHAPTER 3: LEGAL AND REGULATORY REQUIREMENT

3.1. Key applicable national environmental and social laws and regulations

A summary of applicable rules and regulations is provided under this Chapter of the NUGIP Environmental and Social Management Framework (ESMF). The sectoral and cross-sectoral guidelines and standards promulgated by the GoN in various periods are adequate to mainstream the environmental and social safeguard dimensions in the project preparation and implementation phases. This ESIA has given due attention on the above guidelines and standards in the identification and prediction of the project's impact and in the design of the mitigation actions and monitoring protocols.

The Constitution of Nepal provides local governments the autonomy to enact new laws in areas listed as their sole authority (Schedule-8, Constitution of Nepal). The GoN's applicable laws, regulations, guidelines, standards shall be followed during the construction and operation phases of the project.

3.2. List of National Policies, Rules, Laws, Regulations, Relevant to the Project

(If construction activities trigger then it applies)

1. Constitution of Nepal
2. Ancient Monument Protection Act 1956
3. Aquatic Animal Protection Act 1961
4. Environment Protection Act 2019
5. Explosive Act 1961 as Amended
6. Forest Act 2019
7. Labor Act 2017
8. Child Labor Act (CLA) 2001
9. Labor Act 2017
10. Gender Equality Act, 2006
11. Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1977
12. Local Government Operation Act 2017
13. Motor vehicle and Transport Management Act, 2049
14. National Foundation for the Development of Indigenous Nationalities Act 2002,
15. Plant Protection Act 2007
16. Public Road Act, 1974 and amendment 2010
17. Road Board Act 2059
18. Soil and Watershed Conservation Act, 1982 and Subsequent Amendment
19. Solid Waste Management Act 2011 and Solid Waste management Rules 2013
20. Water Resources Act 1992
21. Environment Protection Rule 2020
22. Forest Rules 1995
23. Water Resources Regulations 1993
24. 20 Year Road Plan, 2059 –2079BS (2002-2022AD)
25. National Dalit Commission 2002
26. Forest Policy 2015
27. Land Acquisition, Resettlement and Rehabilitation Policy for Infrastructure Development Project 2014
28. National Biodiversity Strategy and Action Plan (NBSAP) 2014-2020
29. National Environmental Standards Information Booklet 2018
30. National Human Rights Action Plan 2005, National Women Commission
31. Public Works Directive 2002
32. Standard and Work Procedure for using national forest area for national priority project, 2076

33. EIA guidelines for human settlement and Urban Development Sector 1996
34. EIA guidelines for Road Sector 1994
35. National EIA guidelines 1993
36. Operational Guideline for mainstreaming GESI in MoUD
37. GoN Policies supporting vulnerable communities

3.3. Environmental Standards of GoN

1. Generic Tolerance Limits for Industrial Effluent Discharged into inland Surface water, 2001
2. Nepal Vehicle Mass Emission Standard, 2012
3. Nepal Ambient Air Quality Standard, 2012
4. Drinking Water Quality Standard, 2005
5. Nepal Noise Level Standard, 2012
6. National Indoor Air Quality Standards, 2009

3.4. Relevant Sectoral policies and guidelines prepared by DoR

1. Environmental Assessment in the Road Sector of Nepal, January 2000
2. Environment Management Guidelines, GESU/DoR, July 1997
3. Reference Manual for Environmental and Social Aspects of Integrated Road Development, MPPW/DoR, 2003
4. The National Transport Policy, 2001.
5. Land Infrastructure Development Policy 2004
6. Public Infrastructure Built and Operate Policy, (2000)

3.5. International Obligations Conventions Relevant to the Project

1. Convention on Biological Diversity, 1992)
2. Convention on the International Trade in Endangered Wild Fauna and Flora (CITES), 1975
3. United Nations Framework Convention on Climate Change, 1992
4. Gender-Related International Conventions (including Convention on Elimination of All Forms of Discrimination Against Women, CEDAW)
5. ILO Convention on Indigenous and Tribal Peoples, 1989 (No.169)
6. ILO Convention on Worst Forms of Child Labor (C182)

3.6. The World Bank Safeguard Policies

The following table represents the World Bank Safeguard policies that are triggered in the sub-project environmental and social assessment.

Table 3-1: World Bank Safeguard Policies relevant to Project

World Bank OP	Objective & Brief Description
Environmental Assessment (EA) OP/BP 4.01	An Environmental Assessment is conducted to ensure that Bank-financed projects are environmentally sound and sustainable, and that decision-making is improved through appropriate analysis of actions and of their likely environmental impacts. Any World Bank project that is likely to have potential adverse environmental risks and impacts in its area of influence requires an EA indicating the potential risks, mitigation measures and environmental management framework or plan.
Natural Habitats OP/BP 4.04	The Natural Habitats Policy is triggered by any project (including any subproject under a sector investment or financial intermediary loan) with the potential to cause significant conversion (loss) or degradation of natural habitats, whether directly (through construction) or indirectly (through human activities induced by the project). The policy has separate requirements for critical (either legally or proposed to be protected or high ecological value) and non-critical natural habitats. The Bank's interpretation of

World Bank OP	Objective & Brief Description
	"significant conversion or degradation" is on a case-by-case basis for each project, based on the information obtained through the EA.
Forestry OP/BP 4.36	This policy is triggered by forest sector activities and other Bank sponsored interventions, which have the potential to impact significantly upon forested areas. The Bank does not finance commercial logging operations but aims to reduce deforestation, enhance the environmental contribution of forested areas, promote afforestation, reduce poverty and encourage economic development.
Indigenous People OP/BP 4.10	This policy states that any development process under World Bank financing should fully respect the dignity, human rights, economies, and cultures of Indigenous Peoples (IPs). The project should engage in a process of free, prior, and informed consultation with IPs that should result in broad community support to the project by the affected Indigenous Peoples. There is no impact on the indigenous people (no impact due to project). However, it is responsibility of the project to communicate and disseminated the project related information to the indigenous people in the project areas. The project ensures that ensure that the IPs receive social and economic benefits that are culturally appropriate and gender and inter-generationally inclusive.
Physical Cultural Resources OP/BP 4.11	The Bank seeks to assist countries to manage their physical cultural resources and to avoid or mitigate adverse impact of development projects on these resources. This policy is triggered for any project that requires an EA.
Involuntary Resettlement OP/BP 4.12	Key objectives of the World Bank's policy on involuntary land acquisition are to avoid or minimize involuntary resettlement where feasible, exploring all viable alternative project designs; assist displaced persons in improving their former living standards, income earning capacity, and production level, or at least in restoring them; encourage community participation in planning and implementing resettlement; and provide assistance to affected people regardless of the legality of land tenure. The policy covers not only physical relocation, but any loss of land or other assets resulting in relocation or loss of shelter; loss of assets or access to assets; loss of income sources or means of livelihood whether or not the affected people must move to another location. When the policy is triggered, a Resettlement Action Plan must be prepared. An abbreviated plan may be developed when less than 200 people are affected by the project. In situations, where all the precise impacts cannot be assessed during project preparation, provision is made for preparing a Resettlement Policy Framework. The Resettlement Action Plan / Resettlement Policy Framework must ensure that all the Bank's policy provisions detailed in OP 4.12 are addressed particularly the payment of compensation for affected assets at their replacement cost

CHAPTER 4: ENVIRONMENTAL AND SOCIAL SCREENING, SCOPING IMPACT IDENTIFICATION, PREDICTION AND MANAGEMENT

4.1. Introduction

This chapter is on environmental impacts in terms of magnitude, extent and duration likely to occur during construction and operation phases. The issues are separated as beneficial and adverse environmental impacts, including direct, indirect, and induced impacts in the project influence area. The impacts will be related to activities to be carried out during construction of the project and the operation stage of the project. The operational phase impacts of the project will be associated with the activities carried out within the premises. In addition, closure and decommissioning phase impacts of the project are also highlighted. The impacts of the project during each of its life cycle stages (construction, operation and decommissioning) can be categorized into impacts on the biophysical environment, health and safety impacts and socio-economic impacts. The Environmental and Social Management Plan (ESMP) will have measures to avoid, minimize, mitigate, and compensate the adverse impacts and measures to enhance the beneficial impacts. Based on the Safeguard Policies, only OP/BP 4.01, OP 4.10 and OP/BP 4.12 are triggered.

4.2. Zone of Influence of the Project

Direct impact area of the project is considered as RoW. Similarly, the indirect impact falls under Ward 4 and 5.

4.3. Site Specific Environmental and Social Screening Checklist

Table 4-1: Checklist for Environment Screening

SN	Particulars	Yes	No	Remarks
1	Is the site vulnerable to major natural or induced hazards such as landslides flooding storm surge, Severe wind damage, earthquakes, fire, explosion, others (specify)	Yes		Possibility of Earthquake Natural Disaster, flooding during monsoon.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas? Cultural heritage site historical religious traditional or cultural significance Protected areas national parks wildlife reserves hunting reserve conservation areas buffer zone etc. Wetland/Ramsar site/Simsar Forest Special areas for protecting biodiversity Breeding/ nesting ground of wildlife occurrence of migratory species Migration route Wildlife Corridor Any site of national or International Importance		No	
3	Likely impacts on trees including Timber and fruit bearing and vegetable cover	Yes		48 trees such as Mango, Betel-nut, Swami, Ashok trees etc. as per Table 2-8 which are found within the RoW of the project. These trees currently bear no nest of the birds.
4	Possibility of degradation of land and ecosystem of surroundings		No	Residential Area and perspective town
5	Is the project area densely populated?	Yes		ESMP measures applicable
6	Big Industries nearby and Type		No	Downtown area
7	Alteration of surface water hydrology of waterways due to the protect resulting in increased sediment in streams affected by increase soil erosion at construction site?	Yes		ESMP measures applicable

SN	Particulars	Yes	No	Remarks
8	Chance of deterioration of surface water due to silt runoff and sanitary waste from worker base camps and chemicals used	Yes		ESMP measures applicable
9	Does the sub project require significant extraction of surface or groundwater		No	
10	Increased risk of water pollution from Oil grease fuel spills and other materials		No	
11	Impact on water quality due to release of sewage sludge		No	
12	Possibility of flooding due to sewage		No	
13	Possibility of increased air pollution during construction and operation phase	Yes		ESMP measures applicable
14	Other pollution concerns relating to the inconveniences in living conditions that may trigger cases of Upper respiratory problems?	Yes		ESMP measures applicable
15	Risk and Vulnerabilities related to occupational health and safety due to physical chemical biological hazards during project construction and operation	Yes		No Biological hazards
16	Noise and vibration due to Civil works	Yes		ESMP measures applicable
17	Possibility of poor sanitation and solid waste disposal	Yes		ESMP measures applicable
18	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents		No	
19	Accident risk associated with pre construction and operation phases	Yes		ESMP measures applicable.
20	Large population influx during project construction and operation that causes increased burden on social infrastructure and services such as water supply and sanitation systems		No	
21	Risks to community health and safety due to transport storage and use of construction materials such as gravel and sand and all other disposable Fuel and other chemicals during construction and operation	Yes		ESMP measures applicable.
22	Interference with other utilities and blocking of access to resource utility and households with entrances in the RoW	Yes		Coordination with Municipality and User Groups. ESMP measures are applicable

Table 4-2: Checklist for Social Screening

SN.	Particulars	Details
1	Proposed Site Location	Damak Municipality wards 2, 3, 4, and 5
1.1	Land Requirement for the Project	It is an up-gradation of existing road so additional land is not required.
1.2	Land ownership of the project area by the government or private Land	Land within 15 m RoW is clear and already in public use however, land parcels are still privately owned.
1.3	Does the project require acquisition of government land structures?	No
1.4	Present use of government land that will be used for the project activities with persons households using	No
1.5	Does the project require acquisition of private land and structure?	No
1.6	Present use of government land that will be used for the project activities with persons households using for agriculture residential commercial and other purposes	Land will be used for the construction of the project only
1.7	Does the project require relocation of encroachers and squatters	No

SN.	Particulars	Details
1.8	Does the project require relocation of community facilities government establishment or any objects that are out of religious and cultural and historical significance	No
1.9	Proposed project located in an area where residents are a) All mainstream, b) Indigenous people, c) Majority mainstream are non-indigenous people, d) Majority indigenous people	Majority indigenous people
2	Potential social impacts of the project	
2.1	Involuntary resettlement of people? (Physical displacement and economic displacement)	No
2.2	Impacts on the poor, women and children, indigenous people or other for vulnerable groups	No such impact on poor women and children, indigenous people, and/or economic displacement.
2.3	Will Community facilities require relocation?	Yes, water supply pipes from the existing road section will be shifted to beneath the footpath of new road section. However new pipelines are aligned out of the road RoW. Affected two tube wells will also be relocated.
2.4	Will the sub project disturb any traditional activity on adjoining or nearby	No
2.5	Poor Sanitation and solid waste disposal in construction camps and work sites	Yes
2.6	Possible transmission of communicable diseases such as STI and HIV AIDS from workers to local population	Yes, Orientation and awareness to the workers and community to mitigate the impacts
2.7	Population influx during project construction and operation that causes increased burden on social infrastructure and services such as water supply and sanitation systems	Yes
2.8	Social conflicts relating to inconveniences in the living condition while the construction interferes with pre-existing roads	Yes, change in road morphology and disruption in the infrastructure like drinking water, sewer system will cause inconvenience
2.9	Describe any other impacts that have not been covered in the screening	Gender-based violence; road stability and management; impact on water supply system and electricity poles, telephone poles; impact on existing infrastructures
2.10	Describe alternatives if any to avoid or minimize displacement from private and public lands	No such displacement from private and public lands
2.11	RAP /ARAP requirement	No required, the design has avoided structures and land.

4.4. Impact Summary

Table 4-3: Overall Impact Summary

Summary	Proposed Road
What are the main potential environment and social issues/ risks /impacts/ concerns and/or potential positive impacts	The major positive aspects of road improvement project include easier transportation facility, decreased travel time, decreased travel cost, increased employment opportunities, increased land value, and fostering the community-based tourism industry. The sub project component will most likely create the opportunities for local contractors and suppliers of the construction materials therefore stimulating income generation opportunities for local and employment for the low-skilled local workers. The subproject provides accessibility to schools, health post, ward offices, temples, and connection to other villages through village roads. The proposed road project shows limited adverse social impacts in comparison to the benefits. The municipality declared RoW of the road on 23 October 2016 (7 Kartik 2073). As additional land is not required and existing land is free of any private structures, resettlement impacts are not envisaged for the improvement and upgrading the proposed road. There are no issues of compensation or grievances regarding land ownership as land for the sub-project is already in public use. However, ownership of private land strips remains to be transferred to the municipality. Deed transfer will take place within the duration of the project. The DSC will lead

	the process with support from the municipality. Problems likely to be created during the construction stage can be minimized with proper precaution and implementing the measures as provided in ESMP. Municipality will provide compensation to the tree owners as per the RPF. The environmental impacts like air, water, noise pollution, obstruction to drainage, issues of waste, issues related to health and safety (accidents), obstruction of natural drainage, issues related to management of traffic, labour camp, spoil disposal area (specific impacts are also spelled out in impact section of report). The site-specific project footprints like spoil disposal area, camp sites, quarry sites, transportation route and number /type of vehicles; labour camps etc. will be included during the preparation of Construction Environment and Social Management Plan (CESMP) by the contractor. The CESMP will be prepared by Contractor within 45 days of commencement of works and submit to the PIU for approval. The contractor will follow ESMP of ESIA and CESMP. Such site-specific details, likely impacts and mitigation measures could be used for compliance monitoring and reporting. The following aspects must be considered for selecting spoil disposal areas: a) away from water bodies, away from settlement, should be in stable area, good compaction and protection of slopes must be maintained. For camps and offices should be substantially away from settlement/school/public buildings, the labour camp must have basic accommodation, toilet and water supply facilities. The transportation routes for spoil disposal and material haulage must not interfere with through traffic (managed properly in off hours and alternative routes), the good and spoil transportation vehicles must cover the materials and maintain road safety standards.
Expected positive impacts/benefits to the local communities	The improved economic access to the areas will potentially make them more attractive for business and investments thus stimulating economic growth and employment opportunities. The proposed sub project will help to provide in easy road access, reduce travel time, provide travel and transportation cost saving, promote employment generation, provide easy access to social service facilities, promote market creation for local product, increase land values as beneficial impacts related with the road improvement project. Other positive impacts of this sub-project include socio-economic benefits, environmental benefits, disaster risk management, climate resilience.
Options Analysis	The road already exists and only upgrading work is required. The RoW is clear, minor issues can be mitigated and managed through proper mitigation measures outlined in ESMP. As there aren't any other option of this road, an option analysis was not carried out. However, there are existing routes joining the junctions which can be used as an alternative route by the road users during the construction phase.

4.4.1. Impacts as per the National EIA Guidelines Numerical Scale

Numerical Scale mentioned as depicted in Table 4-4: is used to analyse the impact of the proposed subproject. The combine score below 40 shall be termed as insignificant impact (IS). The scores ranging between 40 and 79 shall be termed as significant impact (S), scores ranging between 80 and 99 shall be termed as very significant (VS) and the scores above 100 shall be termed as highly significant impact (HS).

Table 4-4: Impact Quantification

Magnitude		Extent		Duration	
High (H)	60	Regional (R)	60	Long term (LT)	20
Medium (M)	20	Local (L)	20	Medium Term (MT)	10
Low (L)	10	Site Specific (SS)	10	Short Term (ST)	5

Source: National EIA Guidelines, 1993

4.5. Beneficial and adverse impact

The environmental and social beneficial impacts of the project are tabulated based on the site visit and beneficial impacts included in the DPR report. The key objective of the study is to identify and assess the environmental and social impacts and risks that are likely to result from the proposed development activities and prepare management plan with mitigation measures.

4.6. Adverse Impacts-Physical Environmental (Construction Phase)

4.6.1. Landuse

Land required for the sub-project is already in public use and free from encumbrances. Construction works will be limited within 15 m which is the RoW declared by the municipality for this road. There are no issues of compensation or grievances regarding land ownership. Since additional land is not required and there aren't any private structures within the RoW, adverse impacts related to land and resettlement are not anticipated. However, ownership of private land strips remains to be transferred to the municipality. Hence, impact will be direct in nature, low in magnitude, site specific in extent and of long term in duration.

4.6.2. Quarry operation

The upgrading of road will require boulders, sand and aggregates in activities like gravelling, construction of retaining walls and other structures. Construction materials will be brought from the established quarry sites (which have already received the environment clearance) within the municipality. The Chisyang River is proposed for these materials.

Figure 4-1: Quarry site in Google Map

4.6.3. Stockpiling area and construction material

For the upgradation of the road project; sand, stone and aggregates can also be obtained from private crusher industries. Likewise, reinforcement and cement can be obtained from nearby Damak Bazar whereas bricks and soil are locally available materials. The site will be selected after the consultation with local including land owners and their approval to use the land. Contractor will identify the area for the stockpiling of construction materials and establishment of labour camps during joint survey and will be presented in C-ESMP within the 45 days after the award of the contract. Locals will be informed about the construction works. The impact will be direct in nature, medium in magnitude, site-specific in extent and of short term in duration.

Land for the stockpiling of construction materials will be selected such that it does not occupy private land, affect agricultural land and must obtain written permission from land owners and local bodies. The site will be cleaned promptly after completion. The specific conditions for stockpiling of construction materials are included in the construction contract.

4.6.4. Noise, air and water pollution

The main construction activities that cause air pollution are earthworks (excavation and dredging), asphalt plants operations etc. These activities generate dust, which directly affect the air quality. In addition, vehicles and machinery emit smoke and fine particles. These substances will increase the local air pollution significantly during the construction stage. Burning of fossil fuels will result air pollution due to emission of sulfur oxides (SOx), nitrogen oxide (NOx), carbon dioxide (CO2) and particulates. Similarly, due to the machinery work and construction crew, the impact on noise level will be increased and will be nuisance to the community and workers. As the road passes the local Rivers (Kharkhare and Betini), the impact to the river is also predicted. Noise impacts will be significant in the settlements of Sampada Chowk, Kharkhare Chowk, Sangam Chowk and Jammu Chowk along the alignment during upgradation due to increase of vehicular movements and operation of machinery equipment. The anticipated impacts of noise will be direct in nature, low in magnitude, local in extent and of short-term in duration. The contaminated soil, oil or bitumen from construction activities if disposed near to Kharkhare and Betini rivers crossing the road affects aquatic fauna and flora. The construction debris, paints, oil and grease are likely to create water pollution both surface and subsurface. The dust and silt from the construction sites will also create water pollution of the receiving streams. If workers living in tents/camps do not have access to toilet facilities, open defecation may be practiced, which may contaminate water sources, causing health problems. The anticipated impacts on water pollution will be direct in nature, low in magnitude, local in extent and of short-term in duration.
The anticipated impacts on air will be direct in nature, low in magnitude, local in extent and of short-term in duration.

4.6.5. Waste generated from the construction

Some quantities of solid waste will be generated as a result of clearances, excavations and the final construction of the selected road. Such waste will consist of surplus materials, surplus soil and excavated materials among others. The estimated amount of spoil generated from the roadway excavation is 13,252.5 cums. Similarly, estimated material to be generated from scarifying existing road surface is 2,208.75 cums.

Generation of Solid Waste Contractor will establish labour camps within the project area during the time of construction. The operation of camps will generate solid waste both biodegradable and non-biodegradable that can cause negative impacts to the environment through blockage of drainage systems and negative impacts on human and animal health. Contractor will be responsible for the safe disposal of solid waste generated with the operation of labor camps. Contractor will be responsible for the rehabilitation of temporary acquired sites after the completion or decommissioning of the established all temporary facility sites within the project area.

4.6.6. Disaster Risk of the subproject

It is envisaged to identify and estimate the risk of disasters in the project alignment and address the associated risks using proactive design incorporations and additional risk management measures that warrant as per site conditions with due consideration to level of exposure of risk to the project. The likely environmental impact or disasters are identified and the exposure risks are classified as Low-Medium-High in magnitude. Climate Change and disaster resilience is studied under the adaptation and mitigations measures offered by the designed project against various possible disasters. Flooding, inundation and clogging of cross drainage and longitudinal drainage are the extreme disasters that usually happen in Terai Region of Nepal.

4.7. Adverse Impacts-Physical Environment (Operation phase)

4.7.1. Road stability and management

During the operation phase, heavily loaded vehicles may frequently pass through this route to haul raw materials, which may result in the destabilization of the road. On top of that natural erosion, inadequate or inappropriate drainage work, faulty construction also can damage the road. The impact will be direct in nature, medium in magnitude, site specific in extent and of long term in duration.

4.7.2. Air and noise pollution

Improved road will imply movement of more vehicles to and from, thus there will be greater emission of carbon and sulfur compounds from vehicles to the atmosphere which increases the pollution level of ambient air along the road corridor. The noise due horns blown by the vehicles can be a nuisance at settlement areas, school areas etc. The impact will be indirect in nature, low in magnitude, site specific in extent and of long term in duration.

4.7.3. Water pollution

The inappropriate driver practices connected with car/truck washing in streams and rivers which can cause local water pollution by leakage of fuel, lubricants and hydrocarbons can cause hazardous to people, animals and crops. The impact will be indirect in nature, low in magnitude, site specific in extent and of long term in duration.

4.8. Adverse Impacts-Biological environment (Construction phase)

4.8.1. Vegetation clearance

There is certain section of the road which will require removal of tree and vegetation. Altogether, 48 trees will be cleared. Details of vegetation in the RoW is provided in Annex B.

4.9. Adverse Impacts- Socio-economic and Cultural (Pre-Construction and Construction phases)

4.9.1. Impact on Physical Resources

4.9.1.1. Effect of Change in Land Use

The project includes widening and upgrading works of road and drainage structures along the existing RoW, therefore additional land will not be required. Site-specific major works, such as intersection improvement, bank stabilization and drainage improvement also will not require additional land. The major component of the sub-project is the earth-filling necessary for road widening and borrow pits for earth and gravel need to be identified. The extraction of earth from nearby areas will cause depression in the ground surface will result in water logging problems.

4.9.1.2. Obstruction to Structures

The RoW throughout the entire length of project is 15 m. As noted below, there are only two tube wells structures which will need to be dismantled and relocated. Existing water supply pipe and culverts also need to be relocated. Cost of relocation is included in the BoQ.

4.9.1.3. Loss of Standing Agricultural Crops due to Construction

Bananas (21 individual numbers), and bamboos (50 culms) will be cleared. This will be compensated as per individual basis. The estimated cost for the compensation is presented in the ESMP Table 6-1.

4.9.2. Impacts on others areas

4.9.2.1. Disruption of Infrastructures and accessibility

The field survey reveals that entire road alignment has 135 electric and 58 telephone poles within RoW which are required shifting. Some sections of the road have underground water supply line that will be disrupted during the construction and 2 private ground water wells at Gumba Chowk needs to be replaced. During construction, accessibility to the settlement areas along the project alignment is likely to be affected.

4.9.2.2. Education (School Buildings)

DPR and field survey reveals that three schools (Shree Tarabari Lower Secondary School, Shree Krish International Academy at Tarabari Dipu and Bidhyodaya Pre-primary School at Kharkhare) nearby RoW will be affected by the noise and vibration and dust during construction works. The Pearl Academy is at 480m distance at Kharkhare from the proposed road and Sarwodaya School which is at 500 m distance at Madandangi chowk from RoW will be affected by the obstruction of the road during construction.

4.9.2.3. Temporary Disturbances in House Owner's Mobility and Shop Consumer

There will be issue of access to some houses and businesses during the construction phase. Some temporary structures during the construction would be made and permanent ramp is provided for those houses.

4.9.2.4. Road Safety Concerns and Health and Sanitation in Community

During construction phase, increased number of construction vehicles will be plying the road therefore due to pressure and mismanagement accidents may likely occur. Hence, traffic management measures and information signboards need to be placed with the precautionary measures. The haphazard disposal of construction waste will adversely affect the sanitation environment in the area and this problem needs to be minimized through regulatory measures and public awareness. However, the road may pose some adverse impacts on the environment at the operational stage, such as increase in traffic accidents due to higher vehicles speed, which must be controlled by putting up speed limit signs and enforcing them. It is recommended that traffic signs are placed at appropriate locations for road safety purposes. The movement of trucks and other equipment in the project area during the works implementation will cause noise and dust if the works will be in dry weather. This noise and dust may also affect the businesses in the vicinity of the construction works. Activities involving heavy machinery with significant noise impacts will be restricted to outside school hours.

4.9.2.5. Occupational Health and Safety

Due to construction activities including minor excavations, concrete work, and sub-base stone lying among others, construction workers will be exposed to risks of accidents and injuries. Such injuries can result from the hand tools and construction equipment and risk of vehicular accidents to local residents.

4.9.2.6. Labour Camp

Although the project prioritizes the local labor force in construction activities, the starting of construction activities attracts the immigrant laborers from outside the proposed project area. Laborers those arrived will thus need a temporary place to reside and the contractor should also prepare a resting place during the construction activities. The labors from outside may create a dispute in the society, because of differences in their culture and behaviour.

4.9.2.7. Social Disturbance / Risk of GBV and HIV AIDs

The project construction may disturb the local population with interactions of non-local workers with residential communities. Girls and women trafficking may arise during the construction phase. Further, it may lead to GBV at household level and afterwards because the frequency of visitors or tourists may increase. This project may lead to an influx of commercial sex workers into the township or lead to contractor workers and other personnel engage in risky sexual behaviour that may lead to infections in HIV-AIDS or other sexually transmitted diseases.

4.9.2.8. Limited access to elderly and differently-able

During the construction phase mobility is going to be very limited for elderly and differently-able people. Their daily routine might get affected.

4.9.2.9. Woman and Girl Trafficking

As per the data received from Damak police station, the number of missing women and girls is higher here and with the influx of labor this might spike and could cause some problems. Hiring local people as much as possible for the local work could be the one of the remedies for it but different awareness programs will be implemented for the cause and its prevention.

4.9.2.10. Risk in road crossing of school and hospital

During the construction phase the school going children, elderly and differently abled people might face problems in crossing the roads and walk in the side alignment of the road, especially in rainy season.

4.9.2.11. Risk of Spreading of Diseases

This project may lead to an influx of workers in the area. Influx of labours usually attract commercial sex workers into the town and that can lead to contractor workers and other personnel engage in risky sexual behaviour that may lead to infections in HIV-AIDS or other sexually transmitted diseases. Apart from sexually transmitted diseases (STD), risk of spreading of COVID and its other variants are also the major concern for the community and eventually for all.

4.9.2.12. Child and forced labor

In conformance with Nepali law project will not employ under-aged workers. The Child Labor (Prohibition and Regulation) Act of 2000 establishes the minimum age for work at 14 and the minimum age for hazardous work at 16. The employer/contractor must ensure the age through citizenship certificates.

4.9.2.13. Traffic Management Issues

The flow of traffic along or near the proposed area will be affected and diversions would require managing traffic. Safety barriers and warning signs need to be erected for safety. Half width working approach with signalized traffic control will be adopted to manage the traffic. Safety barriers and warnings signs will be erected where required ensuring safe movement of traffic. An alternative route will be identified to ease the flow of vehicles especially during the rush hour, peak travel periods to ease road congestion.

4.10. Adverse Impacts – Socio-economic and cultural (Operational Stage)

There are expected to be no adverse impacts on the local economy during the operational stage, and significant long-term benefits are expected to arise from the proposed sub-project. However, the market will be competitive and the urbanization and semi-urbanization effect may contribute to a higher cost of living. The scale and trend of plotting of agricultural land will increase and there are possibilities of converting the agriculture land into residential and commercial areas. Some industries that are located near the road may also have tendency to relocate to other places with the purpose of developing their properties as commercial areas.

4.11. Beneficial Impacts - Social-economic and cultural (Pre-Construction, Construction Phases)

4.11.1. Social beneficial impacts

The main benefits of the proposed road will be access of highly equipped urban standard road which will be the milestone project leading to economic prosperity and increase in economic and social sector. With the highly facilitated transportation media, improvement in educational sectors (schools, colleges and universities), health sectors (health posts, clinics and hospitals), communication facilities etc. would occur. More numbers of hotels, restaurants, groceries, shops, banks and other business-oriented activities will be increased ultimately aiding to the employment generation and economic prosperity of the people.

4.11.1.1. Social Implications

After implementation of this project, people will have access to all weather transportation facilities and improve their socio-economic condition. The subproject will support the community to enhance their access on health facilities in low cost, increase attendance of students and teachers in the school and also increase in communication to other people, support to the poor, Dalit and other marginalized people because of employment generation during construction period, Initiation income generating activities like e.g. small business, groceries shop, and commercial agriculture production and off farm activities, increase in land price by using the improved transportation facilities. It contributes for the minimization in transportation cost of all types of goods as well travel cost, time and assists to minimize living cost. It stimulates to farmers to increase agriculture production, livestock commodities etc as well as support for increased in accessibility of villagers to market centres and major cities of the province. The proposed road subproject shows limited adverse social impacts in comparison to the benefits that the people have been able to realize at large.

4.11.1.2. Employment, Skill enhancement of workers and staff, Income Increment

As many local people seek interest in doing work in the road project, the contractors can hire them for unskilled laborers. For skilled laborers, they need to give some training which may help the project in the long run to protect and repair the road on a regular basis.

The sub-project will generate skilled and unskilled employment opportunities throughout the project life cycle. Priority will be given on sourcing labor requirements locally, specific ward, municipality, and district. . In cases that skilled workers are not locally unavailable, they will be recruited from other parts of country. Apart from income, locals will get gain experience and training and open door to opportunities everywhere, thereby increasing the quality of life. Undoubtedly, project impacts can be considered significant, positive, long term, and cumulative people lives changed for the better. The residual impact is the up-lift of the quality of life of the sub-project beneficiaries.

4.11.1.3. Easy Access to different facilities and Mobility

The road is giving proper access for the people planning to migrate in this area for the facilities like hospital, school /college and other required services. The land value itself will grow after the construction of the road. The properly designed sidewalks, enough lights and resting area will make it easy for the people with different needs.

The mobility will be comfortable for women, children and elderly. The school children, differently-able and elderly people will benefit from this road after completion.

4.11.1.4. Increase in Trade and Business

Business opportunities are created during the construction and operation of the road for products and services such as basic building materials, construction equipment, laundry, clothing, food services, cleaning services, excavation, construction material supply, etc. Indirect economic impacts will also occur from increased demand for products and services due to the increased workforce in the area. Business opportunities are a positive impact to host communities which has a multiplier effect. The improved road condition will welcome more tourists into the area, which can help women and persons with disabilities to start their own business.

4.11.1.5. Development of Social Services

Increased employment opportunities, trade and business and other income opportunities will direct considerable amounts of money into the local economy in the area. This will logically increase the income level of the individual household and the local body of the area. In the situation when the increased amount of resources, as well as local bodies, this can help to improve social services such as education/school and health care services.

4.12. Beneficial Impacts – Social and cultural (Operation stage)

The qualitative beneficial impacts that are likely to occur when the rehabilitated road is in operation are as follows:

a) Improved Transportation Facilities and Decrease Congestion

The rehabilitation and upgrading of the road will produce benefits through better access and mobility and effective transportation facility. The transportation of goods will make goods cheaper, particularly vegetables and livestock. Importantly, the journey will be more comfortable, the wear and tear of the vehicles will be less, and fuel and maintenance cost of the vehicles also will be less, which will lead to an increase in private savings.

b) Rise of Land Value

Road up gradation often leads to increased land values along the road corridor of the proposed road and its vicinity and subsequently enhances local peoples/farmers' capability for borrowing loans on collateral. High value lands are acceptable to banks and financial institutions to provide loans. This impact will be an indirect, high, significant, local and long-term in nature.

c) Improvement in Trade and Business

The improved road surface of road will ensure continued and smooth flow of products and commodities. It is envisaged that trade and business activities will be further promoted not only in the area but also expanded into others areas having links to this road.

d) Increase in Tourism Sector

Since the project district is connected to the border with India and the Indian tourist and the domestic tourist will pass through this road for getting to the different cities or parts of Nepal. Hence the road improved transportation will help to promote this area as more easily accessible tourism areas also benefit the local economy.

e) Enhancement of the Social Services

This sub-project will increase the availability of safe and quick access to social services, development of the economic center, and increase in economic levels, which will help to improve school education and promote higher education outside the sub-project area. Similarly, local people may spend more on health care, sanitary facilities, education facilities and other social services.

f) Enhancement of Mobility and Reduced workload

The improved mobility will improve comfort for women, children and the elderly. School children, differently-able and elderly people will therefore benefit from this road after completion The improved road condition can help people walking along the foot paths, and using cycles and wheelchairs along the cycle lane. This can reduce the rate of accidents along this route. The workload of women may decrease after the construction of the road given that women may not have to wash clothes every day because of the reduced dust impacts from the upgraded road. Because of such changes, women will benefit from time saved.

4.13. Physical Impact Mitigation Measures

A. Construction Stage

a. Land use

The land use change is irreversible in this sub-project, however, following measures will be undertaken to manage top soil. Top soil from ROW sites will be used it on completed road formation batters approved by Supervising Consultant. Top soil will be used in greenery management, plantation and will be given to farmers upon request.

b. Quarrying Material

The Contractor may also obtain required construction materials from the legally operating crusher industries other than proposed quarry sites. So, the direct impact of quarries is not expected in this subproject. However, the quarry sites and amount of quarrying material will be included in Construction Environment and Social Management Plan (CESMP) within 45 days of commencement of works. PIU will check the site requirements and quality of quarrying material and approve it. Design and Supervision Consultant (DSC) will also monitor whether the quarry sites have been legally operating or not. The design road level will be 1 meter higher than the existing road requiring substantial amount of filling material. The filling material will be obtained by the contractor with the operation of borrow pits. The total estimated amount required for filling is 72,900 cums. For the roadway embankment. Contractor will identify borrow pits and will seek approval from the DSC prior to construction. Contractor will provide details about the borrow pits and quarry sites in CESMP.

c. Stockpiling of Construction Material

Land for the stockpiling of construction materials will be suitably selected such that it does not occupy private land, affect agricultural land and will obtain written permission from land owners and local bodies. These sites will be proposed in CESMP prepared by the contractor and contractor will seek approved from PIU prior to establishment. The site will be cleaned promptly after completion or decommissioning of all established temporary facility sites. The specific conditions for stockpiling of construction materials are included in the construction contract.

d. Dust, Air and Noise Control

Water will be sprayed on the road surface as required during construction and protective equipment for the construction workers will be provided. The construction vehicles will be well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. Similarly, all construction plants will adhere to emission regulation. The vehicles carrying construction materials will ensure that it is well sealed and covered so as to avoid littering. The anticipated cost and specific conditions related to air pollution containment will be included in the construction contract.

Heavy construction equipment will be operated during the day time only, and where near schools will be undertaken outside school hours Cracks in buildings caused by vibration will be monitored closely. If such problems arise, alternative methods will be employed. For the safety of construction workers, earplugs will be provided while on duty. The anticipated cost and specific conditions related to noise and vibration containment will be included in the construction contract.

Disposal of construction spoil in and near local water bodies (two locations where the culverts are proposed) will be strictly prohibited. Such spoil will be disposed of at designated spoil sites; contractor will be responsible for rehabilitation of such sites, efforts will be made by contractor to minimize such waste through reuse, reduction, and recycling concepts. Similarly, the contamination of water by the use of cement and bitumen will be avoided and strongly monitored. The Contractor needs to arrange for sufficient water supplies and proper sanitation facilities for its labor force. Separate arrangements are necessary for work camp and labor camps. The anticipated cost and specific conditions related to water pollution containment will be included in the construction contract.

e. Maintaining accessibility

Contractor and DSC will be responsible to pre information to the community along the alignment regarding the work schedule, project information and safety sign that will be adequately placed in strategic locations prior to the construction. The alternative routes, diversions and access will be provided (even temporary) until the completion of the construction. Contractor will maintain accessibility to school going children, road users to the educational and health institutions by providing ramps and platforms during the time of construction. The contractor will further ensure the safety of the school children and road users with the installation safety signage and safety barriers.

f. Generation of construction waste

15,461.25 cums of construction debris will be disposed at designated spoil site (Since the total road alignment lies within market area, it is recommended to dispose spoil in Beldangi disposal site) only, far away from water resources and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. The specific conditions for stockpiling of construction materials and debris management will be included in the construction contract.

Table 4-5: Environmental Mitigation Plan for the use of construction equipment

Feature	Activities	Material/Equipment	Impacts	Mitigation
Land	Site clearance	Heavy Equipment Power Saws	Cut vegetation Rock debris Noise by power saw	Top soil to be reused for tree, flower plantation, remaining soil to be used for backfilling. Wood to be used for multiple uses by local people.
Land	Spoil disposal (estimated quantity in cums.)	Loader and excavator and other construction vehicles	Erosion, dust, degradation of land, instability of the disposed area	Designated spoil disposal sites, avoid disposal of spoil close to any waterbody, maintain stability of the disposal sites, tree plantation and vegetation cover after the completion of the disposal. Possible sites for the disposal of spoil will be identified by the contractor during the preparation of C-ESMP. Contractor will prepare the C-ESMP with the identification of such sites and presented in maps.
Air /	Excavation/earth works including	Excavation equipment	Noise Roots	Top soil to be used for agricultural field, plantation. The photographic and

Feature	Activities	Material/Equipment	Impacts	Mitigation
Land	removal of top soil	including caterpillars and haulers	Soil Vibration	video evidences of structures prior the construction is recommended to find the status of the structures prior the construction. Less noisy and less vibrating equipment selection are recommended.
Water	Building materials/construction materials	Cement, soil, timber, glass, bitumen, oil paper, piles, water and other wastes	Stone, timber broken glass, waste water, plastic, greases spills	Construction debris will be disposed of at the designated sites as recommended in the CESMP. Follow 3 R approach
Waste	Human consumables	Stationeries, medicines, reagents, waste food and water	Used paper, thrown-away clothing, computers, photo	Sell waste paper to dealers. All obsolete materials will be carefully sorted, stored and sold to dealers. Waste from toilets of camps will be managed properly (septic tank)

g. Disaster Risk of the subproject

The adverse environmental impacts or disasters (both natural and man-made) those may occur will be kept in mind and certain mitigation measures to avoid and minimize such disasters will be proposed. The risks of disaster in this proposed road project have been identified and addressed the associated risks using proactive design incorporations and additional risk management measures to be adopted in the context of proposed project development. Flooding, inundation and clogging of cross drainage and longitudinal drainage are the extreme disasters that are likely to happen in this area. A site specific ESMP is prepared and will be implemented strictly, it is also necessary to monitor whether or not the ESMP applied properly or not during construction and maintenance operation phase of road project.

B. Operation Stage

a. **Road Safety and Management**

Roadside tree plantation, construction of gabion walls and drainage system to mitigate possible inundation in the settlements along the project alignment, Ensure proper compaction as per design.

b. **Air and Noise Pollution**

There will be a consensus between the Municipality, District Transportation Office, Transportation entrepreneur, and local people regarding the operation of conditioned vehicles to prevent impacts during operation.

c. **Water pollution**

The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided.

4.6.1 Biological Impact Mitigation Measures

a. **Plantation**

950 trees will be planted along the road side as compensatory plantation. Trees will be planted along the roadside in the interval of 10 m at both sides of the road. Native tree species will be selected for the compensatory plantation as much as possible.

4.14. Social Impact Mitigation Measures

a. Restoring Infrastructure

Despite the careful planning, there are two private tube wells within the RoW of 15 m at Gumba chowk at chainage of 0+396 that will be removed. Cost of relocation is included in the declared contractor's BoQ. There are a few ramps which provide access to individual houses. There are also four overhang encroached structures (e.g. veranda,

cantilever) along the road alignment. These need not be removed or dismantled for the road construction. Precaution will be taken by the contractor to avoid any damage to the protruding structures. The DSC is responsible to oversee this until the sub-project is complete. However, if overhangs are affected, the municipality in consultation with the DSC will provide compensation to the owners as per NUGIP's RPF outlined in the ESMF.

b. Installing Information Signs In front of Educational and Health Institutions

The road passes through several settlements of wards 2, 3, 4 and 5 Damak Municipality, four (4) educational institute and one hospital proximity to RoW. The project will erect posts including information on no-horn at school and health institutions, turnings and road gradients etc. to let the motorists know about the obligation rules to be followed during driving. Such signs will also be erected during the road construction. There will also be safety barriers and warning signs erected for safety as stated by DPR. Contractor will maintain accessibility to school going children, road users to the educational and health institutions by providing ramps and platforms during the time of construction. The contractor will further ensure the safety of the school children and road users with the installation safety signage and safety barriers.

c. Mitigation Measures for Rehabilitation of Public Utilities

The utilizing public utilities such as electricity, telephone lines and pole, drinking water supply, canals will be affected during construction stage. The affected public utilities have to be relocated or rehabilitated for the implementation of project. The process of relocation of electricity and telephone poles from the existing places have been determined after corresponding with the Nepal Electricity Authority (NEA) by responsible project contractor. The Project and the municipality have made necessary actions to this matter with close coordination to the concern agencies. Likewise, drinking water system and the other public utilities will be relocated with mutual cooperation and collaboration with respective authorities and stakeholders by Project and the concerned municipality. Assessing the status and the characteristics of affected utilities, relocation process, and necessary cost will be included in the project bidding document.

d. Working conditions and management of worker relationship

The project will provide reasonable working conditions and terms of employment, and will conform to requirements for working conditions established by national laws and WB safeguard policies. Nepali law requires equal employment opportunity. The project will give preference to the recruitment of qualified skilled and unskilled local villagers. Migrant workers will likely be engaged by the contractors during construction. The road project will contractually require the contractor to engage migrant workers on substantially equivalent terms and conditions to local workers carrying out similar construction work. During construction, temporary accommodations will be constructed by the contractor and in compliance with national and international standards for quality, security, safety, and professional competency and no forced labor will be used.

e. Occupational Health and Safety (OHS)

The policy applies to employees and contractors, including subcontractors. The project will provide safety equipment with reference to the provisions of Nepali Law and the World Bank Group Occupational Safety Guidelines to ensure the safety of the workers. The project is obligated to report the occupational health and safety conditions to the municipality quarterly. To maintain a healthy environment for the labor force, the project management will put in place suitable measures to clean the environment associated with labor camps. This will include proper disposal of human waste. The contractor needs to put in place mechanisms for the collection of all wastes generated (solid wastes, organic wastes, food remains, garbage etc.), in the labor camps, segregate the various wastes and arrange for subsequent disposal through either efficient incineration or disposal in a sanitary landfill.

f. Child and forced labor

In conformance with Nepali law and the WB policies, the project will not employ children under the age of 16. However, children above the age of 14 can perform some types of labor e.g., non-hazardous/non-harmful.

g. Community health and safety and reduction of incidences of diseases

As a precaution to prevent the spread of HIV/AIDS in the project area, the project municipality and other stakeholders must organize and support education programs to create public awareness regarding HIV/AIDS and other sexually transmitted diseases (STDs). In order to protect the community member especially vulnerable groups such as women, children, infirmed and elderly from project workers, there will be a need for the project contractor to create awareness around STD prevention and contraception.

h. Management of labor force

The labor force engaged in the rehabilitation of the road and construction has the potential to degrade the environment of the project area as discussed in earlier sections of the ESIA. The project management will therefore put in place mechanisms to deter the work force from engaging in cutting of trees for fuel wood, charcoal burning, and building material and for any other purposes. The contractor will use pre-fabricated material (which can later be retrieved at the end of the project) in building the labor camps. This will deter the labor force from unnecessary cutting and

trampling of vegetation and enhance the protection of the scanty natural vegetation of the project area. Contractor will be responsible to maintain camp sites with adequate supply of potable water for workers, electricity, and ensure safety and security of laborers. Further, contractor will be providing bedding materials will well-ventilated accommodation to workers. The contractor will maintain toilets, washing and cleaning area with adequate supply of water. Moreover, camp sites will be equipped with mosquito nets in the windows or individual mosquito net at dormitory room. The camp sites will be maintaining with good sanitation and hygiene avoiding haphazard disposal of solid waste generation from the operation of the camps.

i. Addressing Gender Issues in Construction, Operation and Monitoring

During project construction and operation, the ESMP will be implemented and activities monitored via the project management system and in accordance with monitoring indicators. In the case of procurement of goods and services, the PCO will ensure that gender-related issues are addressed through terms of contracts and contractor management monitoring. Stakeholder engagement will be continued throughout the project lifecycle, together with any activities related to capacity-building. Receiving feedback from relevant stakeholders is a valuable monitoring tool and any grievance will be dealt with in a timely manner and efficiently. Progress of implementation of the ESMP including results of monitoring will be described in the annual report to the PCO on environmental and social matters. The PCO will also consider reporting gender-related issues as part of any public reporting.

j. Limited access to elderly people and differently-able during construction

Diversions and proper crossings will be in place along the road for elderly and differently-able people during the construction phase. Elderly people will have access to socialize and meet people and their families to nurture their mental needs and health. The design will incorporate disabled-people's needs and incorporate periodic maintenance of disabled friendly designs. As the mobility of differently-able people will be impacted during construction, this will be addressed properly. After completion of the road improvement, training and using of such facilities will be arranged through the project municipality.

k. Safety to school children and pedestrians

During the construction phase, other roads will be used or diversions established, and will be child, elderly and differently able person-friendly. Crossings near school areas will be safe, and the school area will be highlighted properly. An attendant from the school and/or from the contractor will be present at the school crossing during starting and closing times, or in peak traffic hours. Appropriate signage during construction and implementation will be displayed to enhance the awareness of potential safety hazards. After the completion of the road improvement, awareness will be created amongst school children, members from mother and women groups, and other pedestrians (people using the road every day for work or business) of the road signs, and using the road safely through awareness-raising programs in schools, women groups, local media and FM radio.

l. Maintaining Accessibility

Contractor will ensure locals can easily access Betani and Kharkhare rivers along the alignment construction. Construction activity will not be carried out close to the river alignment during the time of monsoon. Further, during construction, accessibility will be maintained providing ramps to the nearby houses along the road side settlement areas of the project alignment.

m. Compensation of affected private trees

Municipality will provide compensation to the Bananas (21 individual numbers), and bamboos (50 culms) to be removed from the proposed road alignment. The Compensation cost NRs. 36000 for bamboos (NRs. 500/bamboo trees, Banana (NRs. 500/Banana culm).

4.15. Quarry operation

a. **Stockpiling area and construction materials**

The construction material will be stored in the designated area and covered properly. The stones and fine aggregates like sand will be sourced from licensed quarry. Contractor will identify the specific location for the stockpiling of the construction material and will be presented in CESMP.

4.16. Impact on soil including top soil

Top soil must be stored and reuse in the cultivated land. Minimize the area of ground clearance. Avoid sensitive alignments, sensitive hot spots.

a. Noise air and water pollution

During the construction phase noise from equipment, other machineries and vehicle is residual impact of projects. Consider the location of noise sensitive receivers such as homes, schools, temples and open spaces/parks. During feasibility study and planning stages, the following noise impacts needs to be looked at volume and speed of traffic, gradient of the road, road surface joints (to ensure they are design to minimize tiring impact noise barrier walls in their design). Low noise construction equipment and machineries will be used as possible. The heavy machineries

and equipment will be used as per requirement in specific times with notifying the locals nearby. Night shift works will be carried out after taking permission from authorities during emergencies. And engaging in proper and prior planning, appropriate sequencing and scheduling of construction activities. The storage of construction materials in covered stores and enclosed places is essential. Use of low emission construction vehicles and generator sets meeting national standards. Water will be sprayed to minimize the dust emission. Transportation of materials and operation of heavy equipment will be done during off time (night time or early morning). The contaminated soil, oil or bitumen from construction activities will be disposed about 100m away from river/stream to prevent contamination. The workers living in tents/camps will be provided facility of toilet, open defecation will be strictly prohibited.

b. Solid waste generation

Avoid, minimize and mitigation of solid waste generation and use concept of 4 R principles (Reuse, Recycle, Repair and Reduce).

4.17. Physical Environment (Operation Phase)

a. Road stability and management

Proper drainage management, repair and maintenance and appropriate alternative routes selection, avoid road encroachment will be considered for the road stability and management.

b. Air and noise pollution

Establishment of community awareness programs for noise reduction and speeding of vehicles. Be vigilant of uses of old and abandoned vehicles emission and comply with government standards through municipality and community enforcement.

c. Water pollution

Proper storm water drainage management and avoidance of household sewerage entry in the storm water drainage and avoid clogging of drainage by solid waste dumping through adherence to municipal code of conduct.

4.18. Biological Environment

a. Vegetation clearance

Maintenance of road side vegetation through awareness and involvement of local people is required.

CHAPTER 5: GENDER BASED VIOLOENCE AND SEXUAL EXPLOITATION ABUSE (SEA)/SEXUAL HARASSMENT (SH) PREVENTION AND RESPONSE ACTION PLAN

5.1. SEA/SH -GBV; National Scenario

The current state of gender inequality and gender-based violence (GBV) in Nepal demonstrates the urgent need to integrate gender sensitivity and GBV risk mitigation strategies, and more specifically, sexual exploitation and abuse and sexual harassment (SEA/SH) risk management strategies at all organizational levels and throughout project life cycles. As a result of discrimination against women in both the public and private spheres and unequal gender relations, SEA/SH is a common problem in Nepal. It directly affects the physical, emotional, and mental health of women's children as well as the condition of their parents' reproductive health.

The Project's SEA/SH risks are rated as "Low" according to the World Bank's SEA/SH Risk Assessment checklist and evaluation performed for NUGIP. Based on this evaluation, a SEA/SH Risk Mitigation Action Plan has been created for NUGIP that outlines specific steps to prevent and minimize GBV, particularly SEA/SH risks that the project activities could lead to. A reference to "Table - 1: Recommended actions to address SEA/SH Risks in IPF Projects" has also been made in the Plan, in accordance with the "Good Practice Note" that the World Bank released in September 2018. Chapter 7 of the ESMF for NUGIP includes the SEA/SH Risk Mitigation Action Plan. The strategy outlines suggested steps for addressing and reducing SEA/SH risks and is applicable to all NUGIP subprojects. According to the nature of the project, the competence of the implementer, and the prevalence of GBV in the project areas, the project will contextualize and adapt with reference to the main action plan.

5.2. SEA/SH - Damak Municipality

The current status of SEA/SH in Damak Municipality is a growing issue which has severe impact in the society mainly causing due to Rape cases, Drug abuses and HIV AIDS. According to the Safe house report of F/Y 2079/080 of Damak Municipality there are 6 Rape cases. The commonly SEA/SH in Damak municipality are:

- Rape cases
- Drug abuse
- HIV AIDS

Table 5-1 HIV tested and results from Shrawan 2079 to Chaitra 2079

S.N.	HIV Tested categories	Tested	Positive
1.	15 to 49 years	4971	35
2.	<15 years	157	-
3.	>49 years	836	5
4.	Clients of sex workers	7	7
5.	MSM & TG	79	7
6.	Migrants	4	4
7.	Others	4933	13
8.	People who inject drugs	621	-
9.	Sex workers	67	3
10.	Spouse/Partners of Migrants	6	6
Total		**11,681**	**80**

Source: Damak municipality/HIV program 2079

In a same way there are 80 positive cases of HIV AIDS tested among 11,681 different categories of age groups, clients of sex workers, MSM & TG, migrants, sex workers and partners of migrants and 621 cases of Drug abuse.

5.3. GBV- Damak Municipality

GBV is a serious issue that needs to be addressed and mitigate plans to minimize the gender equality issues. The more common forms of GBV in Damak are domestic violence against women, polygamy, economic violence, sexual harassment, women trafficking, dowry, etc. The municipality runs its own safe house. The following table provides data of SEA/SH incidents in the municipality:

Table 5-2 :Reported and rescued data of SEA/SH and GBV issues in Damak municipality

S. N.	SEA/SH and GBV issues in Damak Municipality	Total number of cases
1.	Rape cases	6
2.	Domestic violence	7
3.	Child marriage	2
4.	Sexual harassment	3
Total SEA and GBV issues from 2079/04/01 to 2079/10/30		**18**

Source: Safe house report of F/Y 2079/080

5.4. The Purpose of SEA/SH Risk Mitigation Action Plan

The sub-project uses the NUGIP SEA/SH Risk Mitigation Action Plan to address and mitigate any SEA/SH risk throughout subproject implementation and will make any revisions needed to satisfy subproject-specific SEA/SH risks that were identified during ESIA preparation. The goal of the action plan is to identify the problems, key players, potential service providers, map already-existing GBV services, evaluate the capability of service providers, and record institutional and legal processes that facilitate access to SEA/SH-related grievance redressal. Sensitization of communities and other stakeholders as well as institutional capacity building will be the main goals of the subproject. A survivor-centric approach is used, and throughout the subproject, victim/survivor care and giving them access to various referral mechanisms are seen as crucial elements of this plan.

5.5. SEA/SH Risk Mitigation Action Plan Principal and Approach

The survivor-centric approach is a human rights-based strategy with the goal of fostering an atmosphere where the survivor's rights are upheld and he or she is treated with respect (UNICEF 2010). This method aids in the recovery of the survivor, their capacity to recognize and communicate their needs and desires, and the strengthening of their decision-making abilities on potential interventions (GPN - Addressing SEA/SH in civil works, World Bank 2020). The key principals of this approach are:

- To avoid exposing survivors to victim-blaming attitudes and treat them with decency and respect.
- Avoid approaching the problem from a place of helplessness.
- To protect the survivors' safety and privacy.
- Do not discriminate against survivors based on their gender, age, color or ethnicity, ability, sexual orientation, HIV status, or any other trait.
- Facilitate the survivor's prompt access to high-quality services.

Assure the victim's informed permission, as the survivor has the right to be informed of his or her alternatives and to decide whether to discuss the incident or not.

5.6. GBV Mitigation Action Plan, Principles, and Approach

In Nepal, GBV is a prevalent issue that affects a significant portion of the population, especially women and girls. The Government of Nepal has implemented several policies, laws, and initiatives to address GBV, but there is still a long way to go to eradicate this issue completely.

The GBV principle in Nepal is based on the understanding that gender-based violence violates human rights and must be addressed through a multi-sectoral approach. The government has set up a National Action Plan on GBV that provides a framework for preventing and responding to GBV in the country.

5.7. Principle of Gender-Based Violence in Nepal

The principle of Gender-Based Violence (GBV) in Nepal is based on the understanding that GBV violates human rights and must be addressed through a multi-sectoral approach. The Nepalese government recognizes that GBV affects a significant portion of the population, especially women and girls, and is committed to preventing and responding to GBV through policies, laws, and initiatives. The principle of GBV in Nepal is guided by the following key principles:

- Human Rights-Based Approach: The Nepalese government recognizes that GBV is a violation of human rights and must be addressed through a human rights-based approach that upholds the principles of equality, non-discrimination, and non-violence.
- Multi-Sectoral Approach: The government has adopted a multi-sectoral approach to addressing GBV, which involves collaboration and coordination among various government agencies, civil society organizations, and community-based organizations.
- Prevention and Response: The principle of GBV in Nepal recognizes the importance of both prevention and response to GBV. The government is committed to preventing GBV by promoting gender equality, challenging harmful gender stereotypes, and promoting positive social norms. At the same time, the government is also committed to responding to GBV by providing support and services to survivors, strengthening legal frameworks and policies, and promoting access to justice.
- Participation and Inclusion: The principle of GBV in Nepal recognizes the importance of participation and inclusion in addressing GBV. The government is committed to involving men and boys in efforts to prevent GBV and promote gender equality, and ensure that survivors of GBV have access to support and services regardless of their background, ethnicity, or socioeconomic status.
- Accountability and Monitoring: The Nepalese government recognizes the importance of accountability and monitoring in addressing GBV. The government is committed to holding perpetrators of GBV accountable for their actions and to monitoring progress in preventing and responding to GBV.

5.8. Mitigation Measures for GBV

1) Strengthening legal frameworks and policies:

The Nepalese government has taken several steps to strengthen the legal frameworks and policies related to GBV, including:

- Enacting the Domestic Violence (Offence and Punishment) Act, 2009, which criminalizes domestic violence and provides legal protection to survivors.
- Amending the Penal Code to include harsher penalties for perpetrators of GBV, including rape, sexual assault, and human trafficking.
- Developing the National Action Plan on GBV, which provides a framework for preventing and responding to GBV in the country.

2) Promoting gender equality and women's empowerment: The Nepalese government has recognized the importance of promoting gender equality and women's empowerment as a key strategy to prevent GBV. Some of the measures involved in this strategy include:

- Implementing programs to promote girls' education and empowerment.
- Encouraging women's participation in decision-making processes at all levels, including in politics and governance.
- Conducting awareness-raising campaigns to challenge traditional gender roles and stereotypes that contribute to GBV.

3) Improving access to justice: One of the major challenges faced by survivors of GBV in Nepal is the lack of access to justice. To address this, the Nepalese government has taken the following measures:

- Establishing specialized courts and fast-track systems to handle GBV cases.

- Providing legal aid and support services to survivors, including free legal representation.
- Strengthening the capacity of the police and law enforcement agencies to investigate and prosecute GBV cases.

4) Providing services and support to survivors: Survivors of GBV require a range of services and support to recover from the trauma they have experienced. The following measures have been taken to address this:

- Establishing shelters and safe spaces for survivors of GBV to access protection and support.
- Providing counselling and psychological support services to survivors and their families.
- Providing medical care and treatment to survivors of GBV, including emergency contraception and post-exposure prophylaxis for HIV.

5) Promoting social norms that discourage GBV: Addressing the root causes of GBV requires changing social norms and attitudes towards gender and violence. The Nepalese government has taken the following measures to promote social norms that discourage GBV:

- Conducting awareness-raising campaigns to promote gender equality and challenge harmful gender stereotypes.
- Engaging men and boys in efforts to prevent GBV, including through education and awareness-raising. Working with media outlets to promote positive representations of women and challenge negative stereotypes that contribute to GBV.

5.9. Additional SEA/SH Risks in relation to Labor Influx

Unskilled labor will be in high demand compared to the total number of necessary human resources for the subproject. Due to a variety of factors, such as a shortage of skilled labor and worker availability, the contractor will, when needed, engage labor from outside the local community to meet any labor requirements that cannot be satisfied through local hiring. Many times, the labor flood is made worse by the influx of more individuals who move into the project area as it is being developed for a variety of reasons, including the desire to find possibilities to sell goods and services. Given that even a small influx of workers could have a negative effect on the local population, it is crucial to address the social effects of this migration. Below are potential risks in the subproject area which are associated with labor influx:

- Increasing danger of illegal activity and crime, such as theft, physical assaults, substance abuse, prostitution, and people trafficking.
- Danger of social conflict caused by conflicts like heavy alcohol and drug consumption, drug usage, and local disputes and fights.
- The influx of new population followers, such as employees' families, merchants, suppliers, and other types of merchants and traders
- Increased danger of communicable diseases and strain on local health services; increased burden on and competition for public service supply; increasing population; higher traffic density on highways; additional patients; and increased workplace accidents.
- Increased pressure on housing and rents, traffic, and price inflation
- The expanded employment opportunities and forced labor brought on by poverty have led to child labor, school dropouts
- Other SEA/SH-related hazards

5.10. Additional GBV Risks in Relation to Labor Influx

Unskilled labor will be in high demand compared to other technical human resources. There are several factors that contribute to the increased risk of GBV in relation to labor influx.

- Gender Imbalance: Many industries that experience a labor influx are male-dominated, which can result in a gender imbalance in the workforce. This gender imbalance can contribute to the normalization of sexist attitudes and behaviors and increase the risk of GBV.
- Long Working Hours: Labor influx often leads to long working hours and inadequate rest periods, which can increase stress levels and result in a higher incidence of GBV.
- Lack of Support Services: In many cases, labor influx results in a shortage of support services, such as health care, counselling, and legal services. This lack of support services can make it difficult for survivors of GBV to access the help they need.
- Informal Work Arrangements: In some cases, labor influx results in informal work arrangements, which can make it difficult to hold employers accountable for GBV that occurs in the workplace.
- Migration and Isolation: Labor influx often involves workers migrating to a new location, which can result in social isolation and a lack of social support networks. This isolation can increase the risk of GBV, as workers may be more vulnerable to exploitation and abuse.

To mitigate the risk of GBV in relation to labor influx, it is important to implement a range of measures, including:

- Gender Mainstreaming: Ensure that gender mainstreaming is incorporated into policies and programs related to labor influx, including measures to promote gender equality and address harmful gender norms.
- Support Services: Provide adequate support services, such as health care, counselling, and legal services, to survivors of GBV.
- Regulation and Oversight: Regulate labor influx to ensure that employers are held accountable for the GBV that occurs in the workplace.
- Awareness Raising: Raise awareness about GBV and its impact on individuals, families, and communities among workers, employers, and local communities.
- Coordination and Collaboration: Foster coordination and collaboration among government agencies, civil society organization, and employers to prevent and respond to GBV in relation to labor influx.

5.11. Mitigating against SEA/SH risks

Mitigation measures against the risk of SEA/SH in the subproject are outlined below:

- Use local labor and prioritize eccentrically across the neighborhood ward, municipality, district, province, and federal state to reduce the influx of labor. It is possible to undertake training to increase or improve knowledge of the SEA/SH risk.
- Communicable diseases such as AIDS, COVID, and others, and the need to take strong preventive measures against them
- Conducting programs to raise knowledge of issues affecting the community and employees, such as trafficking, STIs, and other sexually transmitted diseases, to better acclimate workers to their surroundings.
- School-based programs that raise awareness of development, the environment, social cultures, and potential effects throughout building and operation.
- Reducing the likelihood of child labor through an age verification process with ample documentation
- SEA/SH relates to female employees by offering facilities specific to female labor, such as mother's rooms on the site, separate female restrooms, separate female camps, and separate family camps.
- The implementation of a code of conduct on SEA/SH behavior and the imposition of sanctions for violations

5.12. SEA/SH Risk Mitigation Action Plan

As mentioned above, the subproject will make use of the SEA/SH Risk Mitigation Action Plan created for NUGIP, which is contained in the SEA/SH Risk Mitigation Action Plan and is part of the NUGIP ESMF.

Table 5-3: Plan of Action GBV, SEA/SH

Nepal Urban Governance Infrastructure Project (NUGIP)

Plan of Action GBV, SEA/SH

Activities	2023												2024												2025												Remarks
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
Awareness/ Orientation on Women domestic violence to community and workers																																					
Awareness/ Orientation on Polygamy/child marriage to community and workers																																					
Awareness/ Orientation on Economic violence to community and workers																																					
Awareness/ Orientation on Sexual harassment to community and workers																																					
Awareness/ Orientation on Women trafficking to community and workers																																					
Awareness/ Orientation on Dowry system to community																																					
Awareness/ Orientation on Rape cases to community and workers																																					
Awareness/ Orientation on Drug abuse to community and workers																																					
Awareness/ Orientation on HIVAIDS to community and workers																																					
Code of conduct signing and understood																																					
Implement appropriate project level activities to reduce GBV, SEA/SH risks prior to civil works commencing																																					
Establish and strengthen grievance response mechanism (orient about SEA SH in GRM committee member 1st 2nd)																																					
Service mapping referral mechanism institutional level																																					
Regular monitoring and reporting																																					
Municipality wise anti-harassment cell																																					

Table 5-4: SEA/SH Risk Mitigation Action Plan

Objective	Indicator	Sub project measures	Timeline	Responsibility	Cost (NPR)
Include the assessment of SEA/SH risks (as low SEA/SH risk) as part of the social/gender assessment in project's environmental and social impact assessment (ESIA)	Low SEA/SH risks highlighted and preliminary mitigation measures identified. Mapping completed of available, quality services in the project affected area	Consultations have been conducted and identified SEA/SH risks in project areas identified and include the main measure agreed to with the local administrative office. Map out SEA/SH prevention and response services in project area of influence – Reference to be made from the service mapping that already exists at the national level	Construction phase (as part of esia)	Local body /PIU	Included in ESIA cost
Reflect SEA/SH risks, and measures to address them, in esmp and contractor ESMP including the costs	SEA/SH risk mitigation action plan included in the ESMP Procurement for sea/sh-related activities and costs outlined in the contract	SEA/SH risk mitigation action plan provided and SEA/SH related costs are included in the esmp and contract documents to mitigate risks	Year 1 (during preparation of esmp)	Damak municipality (local body) /PIU	SEA/SH costing is included in ESMP
Incorporate SEA/SH related information and measures into plans for stakeholder engagement	Number of awareness and consultations held	The plans for stakeholder engagements during the subproject implementation include awareness raising activities (specialized service providers/contractors/NGOs identified and hired under contract) and awareness and consultations carried out. This plan will be implemented during the project construction.	During preparation of esmp, beginning of construction, and during construction	Local body /PIU	Esia covers stakeholder consultation costs; construction phase stakeholder engagements costs should be inbuilt into overall budget
Formulate and adopt code of conduct (coc) including sections on safety of women and girls	Coc developed, included in all contracts, and staff, consultants, contractors trained.	Developed coc should be included in all contracts and also in the pim. Training on the coc should be provided to all.	Prior to contractor mobilization and during project period.	Local body /PIU / contractor	The awareness and orientation program cost to be inbuilt in PIU and at individual contractor level in boq
Assigning a focal point for SEA/SH related issues (this may be the social specialist or social focal point for the project)	Assignment of focal point for SEA/SH related issues Measure effectiveness of the SEA/SH action plan	Social specialist/any designated focal person will be assigned to oversight this responsibility. Coordinate, report to and work closely with the nugip gender specialist on the implementation and monitoring of SEA/SH action plan	Year 1	Local body /PIU	Included in project cost
Project construction					
Codes of conduct signed and understood	Number of people officially oriented and trained	Ensure CoCs are clearly understood, signed and behaviourally applied to the job site Disseminate cocs (including visual illustrations) and discuss	During subproject implementation	Contractor, PIU	Built into overall project cost

Objective	Indicator	Sub project measures	Timeline	Responsibility	Cost (NPR)
		with employees and surrounding communities.			
Awareness on sea/sh	Number of participants and the awareness materials and the resources on project area	Awareness to the woman, children. School students Community based-awareness program School based awareness program The project should work with women's groups to support the awareness programs.	During subproject implement ation	PIU, contractor, ward office Cbo/ngos working in area	12 trainings covering all the schools, cbos, women's group @rs 50000.00 per training total nrs 600000.00
Process in the grievance redress mechanism for referring SEA/SH related grievances	Availability of an effective SEA/SH mechanism within the project GRM to manage and refer complaints relating to SEA/SH (also called 'anti-harassment cell') Identifying the focal person under subproject to train about SEA/SH Number of GRM members trained. Inclusive GRM system in place. Number of SEA/SH issues which have been referred to GBV services providers	Awareness raising on the availability or provision of SEA/SH grievance process. Training provided to assigned focal person of receiving and referring SEA/SH related grievances Undertake stakeholder engagements as outlined in the ESMP and conduct community awareness raising about SEA/SH risk mitigation measures, taking support from local women's groups, for example, COC, GRM, how to report and provide multiple points of entry. Maintain proper documentation for complaint registration and management	During subproject implement ation	Social specialist/desig nated focal person to oversight gender related issues of the project	Built into overall project cost and SEA/SH awareness raising outlined above
Implement appropriate subproject-level activities to reduce SEA/SH risks prior to civil works commencing	Documentation of measures taken to reduce SEA/SH risks.	Have separate, safe and easily accessible facilities for women and men working on the site. Establish locker rooms/secured rooms and/or latrines for workers and project staff, well-lit areas and include the ability to lock them from inside. Visibly display signs around the project site (if applicable) that signal to workers and the community SEA/SH is prohibited. As appropriate, public spaces around the subproject grounds should be well-lit.	During subproject implement ation	PIU, gender specialist of the project.	Include in project cost
Subject monitoring					
Report in the quarterly progress report and review during implementation status review (isr) missions	Successful implementation of agreed SEA/SH action plan (y/n)	Reports sea/sh-related issues in the quarterly progress report review during isr missions	Project period	Pco, PIU, gender specialist	

CHAPTER 6: ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN

6.1 Background

This Environmental and Social Management Plan (ESMP) for the project identifies the principles, approach, procedures and methods that will be used to control and minimize the environmental and social impacts of all construction and operational activities associated with the project development that is intended to ensure that commitments made to minimize project's related environmental and social impacts are upheld throughout all project phases. The management and monitoring program will involve the following: a) collection and analysis of appropriate environmental social and cultural data; b) preparation of periodic reports including an annual environmental and social performance report to DUDBC and the WB and liaison with other relevant bodies (e.g. ministries, departments and relevant agencies); c) identification of unexpected environmental and social impacts; and d) formulation of mitigation measures for the unexpected negative impacts.

6.2 Implementation of Environmental and Social Management Plans

The mitigation measures will be integrated into project design and the agreements/contract documents. The project bid documents will include the implementation and reporting of the ESMP and contractor must follow it. The impact of the construction on the environment will be kept to a minimum and appropriate measures as brought out to in the ESMP are taken to mitigate any adverse effects during the construction. The Environment, Health, and Safety requirements of the construction contractor will be clearly spelled out in the contract document and the necessary cost will be included in the Bill of Quantities (BOQ). The contractor is required to submit the Construction Environment and Social Management Plan (CESMP) along with Contractor's Environment, Health, and Safety Management Plan within 45 days of the commencement of the work. The client/consultant will review the Contractors CESMP and EHS plans and provide approval along with necessary improvements. The regular monitoring will be followed by the PIU/Environmental and Social Monitoring team. It is in this context, the construction contractor is required to provide 1) a sound working environment to all employees involved in the design and construction of road as per national legislations, standards, and guidelines. 2) Must ensure HSE objectives are met during the entire construction, 3) Prepare and submit ESMP plan during construction period of the project. The EHSMP will include; policy statement, roles and responsibilities, site regulations, risk management and hazard identifications, HSE trainings, PPE, Inspection and auditing, site security, medical care and first aid, 4) The contractor must ensure Environmental Management and Mitigations addressing ESMP and mitigation management as shown in Table 6.1.

As all the ESMP costs and activities are included in the BoQ, the budgetary activities lie within the contractor's responsibility. The Design and Supervision Consultant (DSC) within the Project Implementation Unit (PIU), Project Management Support Team and Municipality are also responsible for the implementation of the mitigation activities and their monitoring. The public awareness campaign will be done through municipality and oversight by the Urban Development Support Team (UDST).

Table 6-1: Environment and Social Management Plan

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	Physical-Construction			
	Relocation of 2 tube wells	▪ Obtain written permission from owners prior to commencement of activities related to dismantling (also include in site specific ESMP before construction). ▪ Reconstruct of new tube wells	Contractor (budget) in coordination with Municipality	Included in BoQ
	Impact on property from vibrations due to the use of heavy machinery and other construction activities	▪ Establish photographic and video graphic evidences of structures and properties in and alongside RoW. ▪ Awareness raising, information and dissemination about GRM ▪ Cracks caused by vibration due to construction activities need to be monitored closely and alternative be sought where problem arises.	Contractor/ Municipality/DSC	Photography and Videography cost are included in BoQFrom 4% contingency budget allocated to municipality. Costs as a result of damage from vibrations will be borne by contactor.
	Relocation of 135 electric poles and 58 telephone poles within the ROW	▪ Obtain all necessary permits for dismantling and relocation of electric and telephone poles from NEA and provide a copy to the Contractor. ▪ Relocate the electric and telephone poles along the alignment in coordination with the Nepal Electricity Authority and Nepal Telecom. ▪ The process will be completed prior the beginning of the road construction	Municipality/DSC and Contractor in coordination with NEA and NTC	(Included in BOQ
	Relocation of water supply pipelines	▪ Relocation drinking water supply pipelines below footpaths in coordination with Damak drinking water user's committee and Beldangi drinking water and sanitation users committee. relevant local authorities ▪ The process of relocation of pipes from chainage 2+500-4+864 will be completed prior to the beginning of the road construction ▪ ▪ The Pipelines with diameter of 180mm (southern side) and 110mm & 73mm (Northern side) will be relocated from 0+000-2+500 and the pipeline with diameter 110mm(southern side) and	Municipality/DSC and Contractor	Included in BoQ a

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		63mm(Northern side) will be relocated from chainage 2+500-4+864.		
	Obstruction of access to facilities Betani River and Kharkhare Rivers along the alignment. During construction, accessibility to the settlement areas along the project alignment is affected. Also, accessibility to 3 schools from settlements in wards 3, 4, 5 will be affected.	▪ Pre information to the community regarding the work schedule, the information and safety sign will be adequately placed in strategic locations. The alternative route and access will be provided (even temporary) until the completion of the construction. ▪ Access to Betani River and Kharkhare Rivers along the alignment will be maintained without disturbance during the time of construction. Construction activity will not be carried out the contractor close to the river alignment during the time of monsoon. ▪ Contractor will maintain accessibility to school going children, road users to the educational and health institutions by providing ramps and platforms during the time of construction. The contractor will further ensure the safety of the school children and road users with the installation safety signage and safety barriers.	Municipality/DSC and Contractor	Included in BoQ as safety signage
	Loss of Top Soil	▪ Save all available top soil from ROW sites and re-use it on completed road formation batters approved by Supervising Consultant. ▪ Strip and stockpile topsoil from all ancillary sites that are to be disturbed. ▪ Keep stockpiled topsoil separate from sub-soil material. ▪ Sow a cover crop on each top soiled batter soon after top soiling.	Contractor	will be the part of Contractor's Responsibility under Contractor Cost
	Protection of water courses crossing the road and alongside the ROW	▪ Construct silt traps and ripraps to maintain the river channels. Dredge the river bottom to ensure free flow of the water	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost
	Quarrying Material and Operation	▪ Contractor will prepare a CESMP and include the details of quarrying activities including required quantity, locations and required mitigation measures and submit within 45 days of commencement of works and seek approval prior to construction. ▪ The construction materials will be brought from the established quarry sites located within or outside the municipality. So, the direct impact of quarries is not expected in this Subproject.	CESMP will be prepared by the contractor and approved by Municipality/DSC, Municipality instructs the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance	Covers by municipality/PIU DSC monitoring cost

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ The municipality in support of DSC will monitor the quality of quarrying material and state of quarry sites. ▪ The materials will be brought only from licensed vendors having environmental clearance.		
	Road safety, Sewer, Drainage etc	▪ Manhole: Existing Manholes at existing locations require to be raised to FRLs of the road. ▪ Cross-Roads: Development Stretch of 15 m of each cross-road will be developed under this project. ▪ Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road Markings has been provided as per Traffic Sign and Marking manual as per DPR ▪ Hand railings: Hand railing to be provided at box culverts and other required section ▪ Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required as stated in the Section 6.3.20 of the DPR and the related drawings and estimates. ▪ Guard Rails and Safety Barriers: Guard Rails and safety barriers must be provided in places where serious damage to vehicle and people may occur when an out-of-control vehicle may leave the roadway or hit other objects.	Contractor	Already included in project BOQ
	Issues of stockpiling	▪ Locate, peg and seek approval from the supervising consultant for the use of stockpile sites. ▪ Stockpile will not be located on water courses; will not be within 50m of schools, hospitals or public standpipes; and will not affect locals and their properties. ▪ Obtain written permission from landowners and local bodies for stockpiling on their land. ▪ Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. ▪ Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose. ▪ The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. ▪ The area could be leased or rented based on price not lower than the prevailing market price.	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	Construction Safety	▪ Reinforced Cement Concrete covered drain must be provided throughout the alignment in integration with footpath. ▪ Storm water collected will be disposed through the nearest culvert sections. ▪ The contractor will assign a safety officer and the PIU's safeguard specialist will monitor the implementation of the OHS measures. ▪ Adequate lighting and safety signal devices be installed for work safety. ▪ Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. ▪ Protective clothing including helmets, masks, boots, gloves, ear plugs and goggles will be provided for workers safety. ▪ At every work place, a readily available first aid unit including an adequate supply of dressing materials will be provided. ▪ Maintain health care system at construction camps including regular visits by trained medical staff for routine checkup of workers and avoidance of communicable disease. ▪ Temporary diversions will be provided wherever necessary, with proper drainage facilities. ▪ Electrical Equipment will be checked and certified regularly. ▪ Provide and install all road signs as per design. ▪ Impart road safety education to all community, schools, clubs and drivers of construction vehicles. ▪ Hazards will be identified, and workers will correctly wear PPE, will properly use safety equipment, and will follow work safety arrangements. Safety signs and information will be provided and the work space will be barricaded to prevent unauthorized entry. Workers and people at the construction site will be provided with proper training, and to help ensure that workers are trained on what to do in the event that an accident occurs on site. ▪ Safety signs and barriers will be in place around catch pits		
	Traffic Management	▪ Emergency traffic management plan will be included in CESMP by the contractor and approved by the PIU/DSC. This is required to cope up with the restriction on the vehicular movement due to closure of road for reasons including construction. The plan may include informing about the scheduled road closure and the	PMST/DSC and Contractor	Included in BOQ

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		alternative routes identified to divert the normal traffic flow, transport material during off-peak time, ▪ provide advance notice to stop vehicles by erecting indicator signs at a necessary distance in order to reduce congestion at the site of work, thus enabling making of proper security arrangements, or lane wise traffic management		
	Air/Dust Management	▪ Road construction area shall be maintained damp by periodical spray of water. ▪ Delivery vehicles will be covered. ▪ Mixing equipment will be well sealed and equipped as per existing standards. ▪ All construction vehicles will comply with Motor Vehicles and Transportation Management Act as amended – mandatory Green Sticker. ▪ Provide temporary hoardings where required to minimize dust impact on locations of temples, health posts and schools. ▪ Provision of speed control measures in settlement and working areas to limit traffic speed. ▪ Dust emission and air pollution due to construction activities and operation of heavy equipment and movement of transporting vehicles, to mitigate the impacts water will be sprinkled along the proposed road alignment and nearby dust prone area and repair and maintenance of equipment and vehicles regularly. ▪ Air pollutant parameters (TSPM, PM10, Sox, NOx, Cox) will be monitored regularly during construction. Conforming NAAQS of Nepal.	Contractor/PIU/DSC	The cost for the air pollution monitoring and water sprinkling will be borne by the DSC cost. It is included in the DSC ToR.
	Noise, vibration	▪ Ensure plant and equipment used for construction conforms to best practices. ▪ Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. ▪ Workers will be provided with appropriate ear muffs/plugs specially at crusher site ▪ Sensitive locations i.e., schools, hospitals, government offices etc. will avoided while placing the noise generating equipment. ▪ Cracks caused by vibration due to construction activities need to be monitored closely and alternative be sought where problem arises.	Contractor/DSC	The cost for Noise level monitoring will be borne by the DSC cost. It is included in the ToR of DSC. Costs as a result of damage from vibrations will be borne by contactor.

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. ▪ Select equipment and machinery with lower sound power levels for the use ▪ Restrict activities with significant noise impacts to outside school ▪ Activities involving heavy machinery with significant noise impacts will be restricted to outside school hours. ▪ Noise levels (1 hr Leq dB(A)) levels will be monitored regularly. Conforming WHO standards.		
	Water Pollution	▪ Hazardous materials shall not be stored near surface waters sources ▪ Used lubricants and oils shall be collected and recycled or disposed off site. ▪ Plastic sheeting shall be placed under hazardous material storage area to collect and retain leaks and spills. ▪ Contaminated runoff from storage areas shall be captured in ditches or ponds with an oil trap at the outlet. ▪ Contaminated and worn plastic sheeting shall be packed into drums and disposed off site. ▪ Water Quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO standards.		The cost for Water Quality Test monitoring will be borne by the DSC cost. It is included in the ToR of DSC
	Loss of productive soil and agricultural land	▪ Top soil (0-25 cm) from the productive land will be collected and stored for reuse and final dressing of embankment turfing or given back to the farmers upon request	Contractor	Included in BOQ
	Siltation and contamination of rivers	▪ Protect disposal of excavated spoils and debris in to water bodies ▪ All chemicals and oil will be stored away from water and concreted platform with catchments pits for spills collection	Contractor	Included in BOQ
	Hydrology and drainage-risk of increasing sedimentation and siltation of waterways during construction phase	▪ Existing natural drainage system, including irrigation channels will not be disturbed. As per DPR, causeways and structures will be provided in each perennial and seasonal streams and rivulets. As suggested in DPR, adequate cross drainage structures will be provided to facilitate natural flow of water across road embankment.	Contractor	Included in BOQ
	Obstruction of access to structures	▪ Proper engineering measures to provide access to structures as per DPR, including the provision of constructing steps and 178 number of ramps	Contractor	Cost is included in BOQ

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	Labour Camp Location and Management	▪ Locate, peg and seek approval from DSC for labor camp sites. ▪ Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. ▪ Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. ▪ Camp shall not be in the vicinity of landslide and flood plains. ▪ Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. ▪ Ensure no wood is burnt by any worker on or off site. Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene. ▪ After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover.	Contractor	Included in Contractor's Cost
	SEA/SH related risks	▪ Have separate, safe and easily accessible facilities for women and men working on site ▪ Establish locker rooms/secured rooms/or latrines for workers, well-lit and include ability to lock from inside ▪ Display signs around workplace on prohibition of SEA/SH		
	Physical-Operation			
	Road Stability and Drainage Management	▪ Road side tree plantation, construction of gabion wall and drainage system to mitigate possible inundation in the settlements along the project alignment, Ensure proper compaction as per design	Contractor/Municipality	Included in DPR and subsequently budgeted in BOQ
	Air pollution	▪ There will be a consensus between municipality, District Transportation Office, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles	DTO, transportation entrepreneur, local people	Municipality Regular program during Operation
	Water pollution	▪ The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided.	Drivers, Ward, local people	Municipality will monitor
	Climate change and Disaster Risk	▪ Nepal lies in Seismic zone-V; hence all the design will be based on IS 1893 to withstand the earthquake. The road is provided with safety features, which likely reduce the chance of accidents in the road alignment. The road assets shall be designed to withstand seismic forces as per IS 1893.	PCO/PIU/Municipality	The cost is inbuilt to ESMP - BOQ and in project construction cost

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ As a mandatory rule, road side tree plantations have been proposed in the ratio of 1:10 to the number of trees that are to be cut down. The project has also proposed tree plantation in foot path areas. This helps in creating a comfortable microclimate, thereby reducing the temperature of the project area by some degrees. The cost of plantation has been included in the cost estimate. ▪ No alteration to the existing drainage channels (natural or artificial) will be done with the thought that they have been well adapted to the existing conditions over a long period of time. ▪ Entire process from project selection up to the project design and implementation prioritize wider settlements along with the social and health institutions like schools, hospitals, health posts and so on. These public institutions are very helpful during disaster to use as temporary shelters as well as centers for rescue and rehabilitation. The projects will incorporate various safety measures that also include signboards, information boards, caution sign, barricades to disaster prone areas and accident-prone areas within construction areas. This is also an attempt to incorporate disaster mitigation in the project.		
	Flash floods	▪ Due to surface runoff and presence of natural streams which are fed by rain. A considerable risk (medium to high) is anticipated for floods. Due to heavy rain and surface run off due to improper drainage there will be problem of inundation/water logging and flooding	Design by DSC, construction phase by the contractor and operation phase by municipality	Provision of adequate drainage and cross drainage measures to prevent water logging Design of storm water drains capable of discharging large flows
	Road Safety	▪ 30 lux electric street lights and total 484 number of street lights will be installed This will improve the visibility for the commuters at night and it will increase safety. There are 484 street lights along the road alignment. ▪ Road safety components such as rumble strips, visibility improvement at intersections and branch roads, pedestrian crossings and installing proper signs, traffic signs and signals has been incorporated and recommended. Pedestrian crossings (zebra crossing) are proposed in intersections, major junctions, and branch roads and even in road alignment with major places	DSC and Contractor during construction phase, Operation phase monitoring and compliance by the municipality or concerned entity Oversight and advisory role of UDST will be there.	Costs are included in BoQ

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		such as schools and commercial establishments in order to cross the road safely across the flow of vehicular traffic. Signalized pedestrian crossings are proposed in order to separate when each type of traffic (pedestrians of road vehicles) can use the crossing. ▪ The objective of the Road Safety Interventions is to assess it for potential shortfalls in safety and recommend corrective strategies to eliminate/reduce risks of crashes. Various road safety interventions are proposed to make the road safer and reduce traffic accidents. ▪ Improvement of intersections, traffic signs installation and improving visibility ▪ Proper Traffic signs and signals and road markings throughout the alignment. ▪ Provision of guard rails, street lights, bollard lights, rumble strips, pedestrian crossings, covered drain throughout the alignment ▪ Provision of separate cycle lane and footpath ▪ Use of Reflective Pavement Marker (RPM) for lane marking and delineation for night-time visibility. Delineators and Object Markers ▪ Roadway delineators are intended to mark the edges of the roadway to guide drivers on the alignment ahead. Object markers are used to indicate hazards and obstructions within the vehicle flow path, for example, channelizing islands close to the intersections.		
	Biological-Construction			
	Vegetation clearing	▪ 48 trees/poles of different species need to be removed and compensatory plantation will be carried out. In addition to 480 seedlings for compensatory plantation, additional 470 trees will be planted by the project; thus, the total plantation will be of 950. The seedlings will be replanted outside RoW as far as practicable. ▪ Native tree species will be selected for the compensatory plantation as much as possible. In addition, project has proposed road side plantations. ▪ Private trees- compensation to tree owner as per RPF prepared for the project.	The cost is included in Contractor Cost. PIU/Municipality initiation will be required to effective implementation.	The cost for 950 seedling and tree guards is estimated @Rs 1500/tree. The total cost for plantation comes around Rs.14,25,000.00. The cost has been included in BOQ. CESMP will also include this.

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ Road side planted trees- 950 trees will be planted along the road side in an equal interval as road side beautification work.		
	Biological-Operation Stage			
	Impact on Vegetation	▪ Encouraging local people for protection of roadside plantation carried out during construction.	Municipality	No additional cost
	Social- Construction Stage			
	Impacts to agriculture products	▪ Vegetation such as private trees- Banana (21), and bamboo (50) will also be cleared	PIU/Municipality initiation will be required to effective implementation. Will be compensated in social parts.	NRs. 36000 The Compensation of bamboos (NRs. 500/bamboo trees, Banana (NRs. 500/Banana culm)
	Private structures in ROW	▪ The four private overhanging structures situated within the ROW but not falling within COI, need not be relocated. ▪ In the event that these structures require relocation, consultations will be undertaken with the relevant households/businesses to reach an agreement and any support provided to relocate the private structures and private tube wells.	Municipality/DSC/Contractor	No cost; any costs to be borne by municipality
	Pedestrian Safety	▪ Diversions will be child and elderly friendly as well as to other general pedestrians. Crossings near school area will be safe and the school area will be highlighted. Appropriate signage will be displayed use during construction and implementation of the project to enhance awareness around the potential safety hazards of the construction.	Contractor	Included in BOQ
	Health and Sanitation	▪ Proper awareness of using latrines, construction of latrine for worker, Piyus (a chlorine solution) will be provided to workers to purify drinking water.	Contractor	Included in the project design cost

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	Child labor and forced labor	▪ No child (below 16 years) and forced labor will be employed in project.	Contractor	No cost
	Occupational Health and Safety	▪ Provision of PPE that also includes the protection against COVID pandemic like use of mask, gloves, and distance maintaining wherever possible ▪ Provision of insurance to cover physical damage to workers. ▪ Induction and refresher training to the workers will also be provided with insurance to cover physical damage to workers. ▪ Basic First aid	Contractor	This will be included in ESMP and contractor's cost during contract Included in HIV-AIDS and COVID Management below.
	Traffic and Transport Management	▪ Mobilization of equipment of materials will occur at night (between 6 PM - 9 AM) ▪ A detailed Traffic and Transportation Plan is to be contained in the Contractor Document ▪ Traffic Safety such as street lights, traffic control devices and other features shall be covered through "*Traffic Signs Manuals Vol-I and Vol II*" and "*Road safety manual*" published by the DOR. ▪ Conducting the road safety audit during construction and prior to opening for public ▪ Bus bays are one of the most crucial factors to be considered in market areas as well as settlement areas. ▪ Provision of alternative routes to ease the congestion and built up of traffic	Contractor will submit the Traffic and Transportation Plan and approved by the PIU for effective monitoring	This will be the part of contractor cost.
	Community Health, Safety and Security	▪ Carry out site management practice such as the fencing around work area and road signage ▪ Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign ▪ Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project	Contractor/ Public awareness campaign by the municipality	Included in the BoQ
	Limited Access for elderly and Differently-able People	▪ Diversions and proper crossings will be available for community people including elderly and differently-able people in the construction phase to ensure their mobility is not impacted during construction period. ▪ The design will incorporate the disabled-friendly measures i.e. tactile paving, ramps, zebra crossings, etc. and will carry out periodic maintenance.		will be the part of Contractor's Responsibility under Contractor Cost

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ Further, accessibility to will be maintained providing ramps to the nearby houses along the road side settlement areas of the project alignment.		
	Working conditions and management of worker relationship	▪ The contractor shall provide reasonable working conditions and terms of employment, and in conformance to working conditions established by National law. During construction, temporary accommodations will be constructed by the contractor and will comply with national and international standards for quality, security, safety, and professional competency.	Contractor in support of NGOs	Included in BoQ
	HIV-AIDS and COVID Management	▪ Awareness creation and sensitization to workers and other persons post- project to reduce or eliminate chances of infections of HIV-AIDS and other sexually transmitted diseases ▪ Distribute HIV & AIDS awareness materials in collaboration local health related agencies ▪ Ensure protective measures for COVID is followed, prepare and follow SOPs by all workers and staff for COVID (social distancing, immunization, hand washing, using sanitizer, masks etc) including the community health and safety awareness and management	DSC, Contractor in support of Municipality/NGOs	NRs. 900000.00
	Girls/Women Trafficking	▪ Awareness program will be developed and implemented	DSC in close coordination with the municipality's women and children's section and local women's groups and NGO working in the sector	NRs. 500,000.00
	Impacts on Communities, disease, cultural drain on local resource, etc.	▪ Conduct local cultural awareness orientation training for workforce. ▪ Implement Public Health Awareness Raising Plan to address communicable diseases prevention, hygiene and sanitation, safe sex practices and other community Health issues ▪ Impact Monitoring of Local resources, address gap, and problem as needed	Contractor in support of Municipality	will be the part of Contractor's Responsibility under Contractor Cost
	Grievance Redressal	▪ Employ a grievance redress mechanism incorporating a negotiation and/or mediation team or party	DSC day to day compliance by the contractor	Transportation allowances for project period NRs 300,000.00

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
	SEA/SH risks	▪ SEA/SH awareness raising activities, trainings and stakeholder engagements such as: • Community based-awareness program • School based awareness program • Awareness program for women and against the gender-based violence ▪ Providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site. ▪ GRM will include mechanism for referring SEA/SH-related grievances ▪ Formulating and adopting Code of conduct including sections on the safety of women and girls (CoC will be included in all contracts and training on CoC will be provided to all workers) ▪ CoC are understood through orientations and signed by workers	Project Office DSC, Project Contractor, municipality, NGO/CBO/Local people, Women Development Office Contractor	Approx. Rs 1800000.00 NRs. 2,400,000 Contractor responsibility
Social Operation Stage				
	Encroachment of ROW	▪ The municipality will work with wards and local bazaar committees/groups to discourage encroachment into the RoW.	Municipality	Cost will be borne by municipality
	Traffic accidents and associated risks	▪ Raise awareness of traffic rules, pedestrian / cycle lanes and installation of speed bumps to control speed near pedestrian crossing areas ▪ Traffic management plan will be developed, especially along congested locations. ▪ Traffic control measures, including speed limits will be enforced strictly. ▪ No school or hospital will be allowed to be established within 50 m of the road without permission from the planning authorities.	Municipality	Cost will be borne by municipality
	Limited access for elderly and differently-able people	▪ Provide training on the use of facilities; maintain signboards, lights, instructions in strategic locations.	Municipality	Cost will be borne by municipality
	Air and Noise Pollution	▪ Maintain signs and speed restrictions on the road section within settlements area to reduce vehicle speed, dust generation, and where horns will not be blown and traffic speed will be regulated. ▪ Strict enforcement of vehicle emission standards. ▪ Maintain road side tree plantation		Municipality will be responsible during operation stage.

Stage	Impact	Mitigation Measure	Responsibility	Cost (Remarks if any)
		▪ Air pollutant parameters (TSPM, PM10, SOx, NOx, COx, Pb). Conforming NAAQS of Nepal. ▪ Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. ▪ Noise levels (1 hr Leq dB(A). Conforming WHO standards.		

6.3 Impact and Compliance Monitoring

Impact monitoring involves the monitoring of environmental and social changes and estimates inherent variation within the environment, identifies long-term trends in the natural system, and derives conclusions by making comparison against a standard or target. Compliance monitoring is carried out to understand the implementation status of environmental and social requirements as documented in the ESMP and is shown below.

Municipalities will report on the implementation of the ESMP(s) and on the status of compliance with the instruments on a regular basis as part of the trimester progress report (to the DUDBC). Information shall include: 1) measures taken in furtherance of the safeguard instrument, ii) conditions, if any, which interfere or threaten to interfere with the smooth implementation of the safeguard instruments; iii) any feedback under the GRM of the ESMF, and iv) remedial measures taken or required to be taken to address such conditions.

Table 6-2: Selected monitoring indicators

Monitoring Sector	Parameters selected
Slope, stream protection	Effectiveness of slope protection, stream protection works
Socio-economic development in road alignment and ZoI	▪ Number of employment opportunities created ▪ Number of workers received training on enhancement of technical skills ▪ Change in transportation costs and time ▪ Number and type of enterprises, cottage industries established ▪ Change in status of basic services and utilities in the ZoI for e.g., education institutions, access to health infrastructures, water supply, energy status, trade and commerce ventures, shift in livelihood strategies among the populace from the ZoI ▪ Condition of affected infrastructures (if any) ▪ Occupational health and safety measures provided to workers ▪ Increase in number of people receiving social service facilities (school, health post) ▪ Increase in land value ▪ No. of accidents related to road ▪ State of settlement condition (no. of houses, shops, sanitation condition) ▪ Number and status of porter's livelihood

6.4 Monitoring activities and methods

Error! Reference source not found. identifies the specific compliance monitoring activities. Phase-wise/chronological details are provided for the methods, schedules, responsible implementing agency and the responsible monitoring agency. Compliance monitoring refers primarily to the pre-construction and construction stage of the project. The following government standards will be taken as reference for monitoring.

Table 6-3 Impacts and monitoring of the project

Parameters	Verifiable Indicators	Verification methods	Monitoring locations	Schedule	Monitoring agency
Change in Land Use	Changing Agricultural land, forest land, settlement area and barren land	Site observation, photos, discussion with communities	DIZ, IIZ and project affected wards	Continuous during construction	PIU
Quarrying of Construction Materials	Initiated erosion, changes in river regime, erosion by river systems, degradation of vegetation, water logging, waterborne diseases	Site observation, photos Records from local health centers	Quarry site areas	During construction	PIU
Noise and dust pollution	Total Suspended Solid, Particulates, Noise level	Visual inspection, measurement, and comparison with baseline data,	At construction sites and at sensitive spots	During construction and operation	PIU
Use of bitumen and their	Contamination of bitumen near water sources, land	Visual inspection, measurement,	In and around the construction sites	During construction	PIU

Parameters	Verifiable Indicators	Verification methods	Monitoring locations	Schedule	Monitoring agency
storage, heating, spreading	contamination and affected peoples	and comparison with baseline data,			
Road safety measures	Speed controls, traffic signboards, RoW encroachment, Pedestrian/cyclist and cattle passageways and speed bumps	Observation, photos and interaction with local peoples	In and around the RoW	Throughout project, once in a year	PIU
Road accidents	Type and number of accidents occurred Adequacy of occupational safety measures provided	Observations, Photos, spot checks, interview with local peoples	Road alignment	Throughout project, once in a year	PIU
Cultural, religious and historical sites	Cultural and religious infrastructure, people perception, practices	Records, Observation, Interview with local people,	Project area	During operation	PIU/DM/Wards
Occupational and safety hazard	Safety equipment like helmets, globes, boots etc., insurance, Potable water, basic first aid kit	Observation, records and interview with workers	Construction camp and working area	During construction	PIU, wards
Possible township/ribbon development along the road	Congestions to road users Nos. of accidents, RoW encroachment	Records, observations	Project Area	During operation	DM/Wards

6.5 ESMP for Beneficial and Adverse Impact

The measures and actions proposed for augmenting the identified beneficial aspects the Madandangi to Tarabari Dipu road upgrading project, as well as proposing a set of mitigation and precautionary measures to minimize or set off the potential adverse impacts is outlined in Error! Reference source not found..

Table 6-4: Beneficial impacts of the project

Impact	Enhancement/Mitigation Measure	Enhancement/Mitigation Mechanism/Responsibility	Cost (NPR) and remarks
Construction Stage			
Employment opportunities for local people	Prioritize local labors based on their skills and qualifications	Contractor (Monitoring by PIU)	No additional cost
Employment to the women and disadvantaged groups	Conduct labor orientation program and coordinate with representative of disadvantaged and women group	PIU, spell out in contract, contractor will abide	No additional cost
Skill Enhancement	Organize skill enhancement targeting the local youths, and women, vulnerable, disadvantaged and skill enhancement of project workers	PIU	300,000. (For the people of direct influence area)

Impact	Enhancement/Mitigation Measure	Enhancement/Mitigation Mechanism/Responsibility	Cost (NPR) and remarks
Operation Stage			
Improved access and reduced travel/transport cost	Fixing the minimum transportation cost in agreement with DTO, transport entrepreneurs and local people	DM, Transport entrepreneurs and local people	No additional cost
Change in Livelihood through Business promotion	Metropolitan will facilitate to start new business and enterprises	DM	No additional cost
Gender and social empowerment	Project will serve to mainstream women, dalit, and other marginalized people by providing several income generating trainings and programs.	DM	NRs. 350,000
Change in Livelihood through Promotion of business and industry	Creating the suitable environment to promote business and industries based on local resources	DM in coordination with local CBO/NGO/GoN offices	No additional cost

6.6 Costs of Executing the Environmental and Social Management Plan (ESMP)

All proposed mitigation measures will be integrated in the project design so that these measures may automatically form part of the construction and operational phases of the project. The cost of executing the suggested mitigation measures such as of slope stabilization, awareness, waste management measures, shall be included in contractor's environmental and social plans, whereas the and tree plantation, etc. comes under the BoQ. The other remaining total cost for the ESMP is outlined in Table 6.5.

Table 6-5: Cost of ESMP

S.N.	Activities	Total Cost		Remarks
		ESMP	BoQ	
1	Environment Mitigation (Pre construction phase)			
1.1	Electric /telephone Pole removal and reinstatement (as per BOQ)			Included in BoQ
	Relocation of 2 tube wells			Included in BoQ
1.2	Relocation cost of existing water supply pipe (as per BOQ) LS			Included in BoQ
	Construction phase and operation mitigation (specific activities not related to construction related mitigation) including GBV, girl trafficking, COVID, HIV/AIDs awareness, skill training etc Skill enhancement trainings (construction phase): Operation phase gender and social empowerment Awareness program in girl trafficking: GBV awareness activities: NRs. HIV/AIDS, COVID Awareness and Management: Waste management Tree plantation (950no)- Beneficial Impacts (refer table 6.4)	1450000.00		included in contract BOQ
	Waste Management (Construction Waste and Waste from Labour Camp), Top Soil Management, Road Safety, Sewer and Drainage Stockpiling Management		-	Construction waste management and labor camp management is included in the Contractor's package. The details will be

S.N.	Activities	Total Cost		Remarks
		ESMP	BoQ	
	Traffic Management Labour camp Management Dust Management by water spraying			provided in the CESMP
	Environment Monitoring and Management Unit		-	The cost is already built in to DSC contract
	Protection of Water Course Crossing			Included in Design (BoQ)
	Compensation of Bamboos, Banana	36000		
	Cutting and management of 48 trees and Roadside Plantation 950 trees		-	Included in BoQ
	Capacity Building Trainings to Municipality		-	The project has allocated this activity under component II UDST contracted
	Construction of Retaining Wall			Included in BoQ
	Road safety measures including road signs, and installation of lux, total street lights			Included in BoQ
	Quarry Sites monitoring and Material Quality Check Up Air Sampling/ Noise measurement and management			Municipality contingency cost, PIU/DSC
	Stakeholder consultations, maintaining GRM at project level, SEA/SH, GBV Unit	1300000.00		Will be included in contract BOQ
	Total	27,860,000		Excluding Vat

6.7 Monitoring Cost

There will be no cost for establishment of Environment and Social Monitoring Unit as the monitoring unit lies within PIU as a DSC. The social, gender and environment expert within the DSC will monitor environment and social components and cost will be provisioned under DSC contract. The DSC will also consider cost requiring items such as air, water and noise monitoring.

6.8 Institutional arrangements

The institutional setup plays a vital role in successful implementation of Environmental and Social Safeguards measures. The Ministry of Urban Development (MoUD), Nepal has setup a Project Coordination Office (PCO) under the Department of Urban Development and Building Construction (DUDBC) for NUGIP in Kathmandu. A Project Management and Support Team (PMST) will support the PCO in project implementation including ensuring compliance with environmental and social safeguards. A Project Implementation Unit (PIU) in each municipality is established for the implementation in the field. To ensure that the investment sub-projects are efficiently implemented, delivered on time, and completed in accordance with environmental and social safeguards requirements, technical assistance will be delivered through a Design and Supervision Consultancy (DSC). DSC will deploy engineering, procurement, E&S safeguards and other technical specialists to work closely with municipal engineers and other technical staff to design and supervise the implementation of the sub-projects in two clusters. The role of PIU/DSC includes implementation of ESMP, RAP, VCDP, etc. The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIUs/DSCs.

At subproject level, the contractor will be required to comply with the ESMP. Each municipality will need Environmental and Social Development (ESD) expert to review ESIA-ESMP, RAP-ARAP, etc. The E & S safeguard specialists of DSCs will regularly visit the subprojects to ensure project implementation in accordance to World Bank's safeguard standards and ESMP. The ESD will be a part of PIU. The role of DSC will also include ensuring compliance of pertaining laws, policies, regulation for all subprojects, coordination and liaising with government stakeholders as well as the World Bank with respect to various E&S issues. The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects, and development of sub-projects

in sustainable way and allocation of fund for institutional capacity development. The reporting of the PMST on the monitoring and evaluation on the project's safeguard performance to WB is done internally by the PCO and externally by the WB experts.

Table 6-6: Roles and Responsibilities of the Stakeholders in ESMP Implementation

SN	Stakeholder	Roles and Responsibilities	Time Schedule
1	World Bank	• Review and final approval of ESIA and ESMP • Review project design and contract documents, against approved ESMP measures and give comments for corrective actions • Review of periodic monitoring reports of project construction and operation and taking of necessary actions in case of non-compliance	Recommendations and implementation
2	PCO/PMST	• Review and approval of ESIA and ESMP • Give permission for Project Implementation as per ESMP • Review project design and contract documents, against approved ESMP measures and give comments for corrective actions • Ensure that contractor commitments under the ESMP are reflected in bidding documents • Monitoring subproject to ensure the implementation of ESMP • Review of periodic monitoring reports of project construction and operation and taking of necessary actions in case of non-compliance • Environment and social monitoring Report preparation and submission to the WB	ESMP approval Before contract bidding As and when required construction and operation phases
3	PIU/Municipality	• Incorporate ESMP mitigation measures are incorporated in the final project design and tender documents of project construction and operation • Acquire necessary permits and approval for project construction and operation • Monitoring and record keeping regarding environmental measures and impacts. • Compilation of environmental monitoring and performance report and dispatch for review through proponent to stakeholders	Before construction During construction, and operation phase Monitoring every month during construction
4	DSC	• Elaborate ESMP, if necessary and assist field engineers on the site inspection before approval of CESMP • Supervision of baseline, compliance and impact monitoring of construction contractor's activities as per responsibilities in the contract document and advise the PIU for needed actions at the site in regular environmental management meetings. • Preparation of monitoring report as mentioned in ESMP with a list of compliance and non-compliance works with recommendations • Monitoring of contractor's performance on meeting the provisions of tender documents and ESMP • Monitoring of the effectiveness of enhancement measures and mitigation measures	Pre-construction phase Regularly during construction phase (daily, weekly, monthly)
5	UDST	• Design Training, prepare training manual to include measures identified in ESMP • Provide training to DSC, PIU or Contractors to implement the training part included in the ESMP • Prepare report	During Construction Stage As per required
6	Construction Contractor	• Prepare a detail CESMP for minimization of construction related impact and seek a prior approval • Provision of Environment Cum Safety Officer • Ensure all preparatory works are carried out as per the tender document	Pre-construction phase Daily during construction phase

SN	Stakeholder	Roles and Responsibilities	Time Schedule
		• Implement mitigation measures as specified in ESIA, ESMP or as instructed by supervising engineer • First hand monitoring and record keeping of environmental mitigation measures implemented and their performance • Carry out all corrective actions or other instruction given by supervising engineers/DSC/PCO	Regularly during construction phase.
7	Affected Stakeholders	• Ensure that the local level complaints are adequately address • Assist and provide suggestions to the PIU in the matters related to community	As and when required

CHAPTER 7: STAKEHOLDER ENGAGEMENT AND CONSULTATATION PLAN (SECP)

7.1 Stakeholder engagement Overview

Regular stakeholder engagement and consultations are necessary to ensure widespread and meaningful participation of key stakeholders with focus on the project affected people. Successful implementation of the subproject requires coordinated efforts of various stakeholders at different levels. Hence, communication and consultations at different levels were used as a tool to inform and educate stakeholders about the proposed project intervention.

There are two key objectives of effective stakeholder engagement and consultations. First, it is to keep all stakeholders informed of the project activities, and any potential beneficial and adverse impacts. Second, it is to ensure that stakeholders actively participate at all levels of the project cycle, to enable sharing of valuable local knowledge involvement in the development of mitigation plans to minimize the potential negative impacts of the project, and so are well equipped to take over the responsibilities of operation and management once the project phases out. These will ultimately contribute towards narrowing down the gaps between the project officials and beneficiaries, and to help create a conducive environment to mitigate against the adverse social and environmental issues through optimal cooperation from the project beneficiaries themselves.

Community participation can be effective if local people are empowered. The method of community participation needs to be planned to reflect the community profile and nature of the project. Different communication methods are integrated together communicates the community as focus group discussions, meetings, and workshop. The plan ensures the following:

- Ensure local ownership
- Include different types of stakeholder's group in participation process
- Generate and respond to feedback

Public consultation and community participation helps to remove such uncertainty and at the same time help the project implementation with its methodology as well as work plan. It is assisted in the identification of the problems associated with the project, as well as the needs of the population likely to be impacted. This participatory process helps in reducing the public resistance to change and enabling the participation of the local people in the decision-making process. The involvement of the various stakeholders ensures that the affected population and other stakeholders are informed consulted and are allowed to participate at various stages of project preparation. Different strategies have been adopted for communication/ consultation during implementation stages. Stakeholder engagement strategy outlines engagement through the project development phases and recommends a set of stakeholders' engagement activities to be carried out throughout the project development phases. This chapter also outlines the disclosure to be made and other communications to be made during the project cycle.

Various stakeholder consultations were held during the design of the subproject to understand project questions and concerns, and to incorporate any concerns and feedback into project design. Stakeholder consultations including with vulnerable groups such as women's groups, and indigenous groups, and information dissemination will continue through project implementation.

7.2 Consultations held during subproject preparation

Consultations were held with different local committees, UCs, mothers' groups as outline below. Municipality conducted consultation with 204 local road usersusers' group of the project alignment in 2075-12-03 (17th March, 2019) to inform them about the upcoming works. The consultation also encouraged PAPs to make use of the GRC formed for the sub-project to raise grievances, if any.

Table 7-1: Stakeholder Consultations

Date	Consultation type	Composition of participants	Issues raised	Response from project
December 15, 2018	Focus Group Discussion	14 persons of Adiyal Chowk, Damak		
December 15, 2018	Community Consultation	66 participants of locals including municipality personals	• Initial stage of consultation to aware the activities and process	Stakeholders' consultation in upcoming days
17 March 2019	consultation with 204 locals	204 community participants	• Willingness to upgrading of the existing road	Expressed willingness
6 June, 2019	Focus Group Discussion	13 participants from Damak-3	• People wanted to know the execution date and about the project	Coordination with WB and the municipality
6 June, 2019	Focus Group Discussion	11 participants from Damak-4	• People wanted to know the execution date and about the project	Coordination with WB and the municipality
6 June, 2019	Focus Group Discussion	33 participants from Damak-2	• People wanted to know the execution date and about the project	Coordination with WB and the municipality
6 June, 2019	Focus Group Discussion	9 participants from Damak-2 (Mother's Group)	• People wanted to know the execution date and about the project	Coordination with WB and the municipality
7 June, 2019	Focus Group Discussion	7 participants from Damak-5, user group	• People wanted to know the execution date and about the project	Coordination with WB and the municipality
7 June, 2019	Focus Group Discussion	8 participants from Damak-5, user group	• People wanted to know the execution date and about the project	Coordination with WB and the municipality
19 June, 2019	Focus Group Discussion	Municipality personals	•	Information thus collected included in the report
January 7, 2022	Stakeholder consultation	10 participants including IP from Tarabari Dipu Road	• Quality of work with Immediate and quick	In the process with the involvement of municipality

7.3 Mass Consultation

The project alignment of the road passes mostly through agricultural land and rural settlements in Ward 2, 3, 4 and 5. The mass consultation on proposed road implementation process, procedure and community roles and responsibilities

with local community was carried out in two different locations i.e. Sirjanshil Tole Bikash Sanstha ward 2 and Bidhodaya Secondary School ward 4 along the proposed road alignment. A total 141 local inhabitants participated in the mass consultation meetings. The recommendation letter from the municipalities and ward office including School along with participants list of the consultations is provided in Annex F, G, and H. However, the project will compensate the affected utilities and school's boundary wall. There are the utilities such as water supply pipe, electric and telephone poles are under the right of way of the road. The detail of the utilities under RoW has been also provided in the letter from the municipality (Annex F). The issues that were raised during this mass consultations have been detailed in Table 7-2 below.

Table 7-2: Issues Raised during mass consultation

S.N.	Date	Consultation type	Composition of participants	No. of Participants	Issues Raised in Consultation	Measures to Resolve the Issues	Responsible Agency
1	March 29, 2023	Consultation with PAH and local community of Ward 2, 5, 4 and 2	Municipality representatives, local stakeholders, PAH representative	39	▪ Provision of Zebra cross, local bus station, footpath in market and school area ▪ Plantation along the road corridor ▪ Full support of locals to the project ▪ Relocation of public utilities ▪ Project should be started immediately ▪ Employment of local people ▪ Environment-friendly Road construction	▪ Consideration will be given to road safety measures during the design ▪ Suggestions from the local people are highly appreciated ▪ Special attention will be given to minimize the damage to public utilities and private assets ▪ Employment priority will be given to the locals Consideration will be given to road safety measures during the design	Project, Contractor
2	March 30, 2023	Consultation with PAH and local community of Ward 2, 3 and 4	Municipality representatives, local stakeholders, PAH representative	102	▪ Project should be started immediately ▪ Proper drain management in the market area ▪ Employment of local people ▪ Reforms in the drainage system ▪ Environment-friendly Road construction ▪ Manage the PAINY (canal) outlet in a natural course Relocation of public utilities	▪ Suggestions from the local people are highly appreciated ▪ Emphasis on road safety measures will be given during the design ▪ Employment priority will be given to the locals ▪ Consideration will be given to road safety measures during the design ▪ Suggestions and support from local people are highly appreciated ▪ Special attention will be given to minimize the damage to public utilities and private assets	Project, Contractor

7.4 Stakeholder Engagement Procedures and process

The project will use existing mechanism and procedure established at the local level to carry out stakeholder engagements. DM forums will be the primary mechanism for engaging with stakeholders and community participation, to ensure that projects identified reflect local needs and priorities. Other mechanisms for community engagement and consultations include community-based user committees in construction supervision and operations and maintenance, as a social accountability and safeguard mechanism. The stakeholder consultations will draw on mechanisms already established at the local level. If such mechanisms don't exist, then a mechanism elaborated below will be followed:

7.4.1 Stakeholder Mapping

The primary objective of stakeholder analysis is to map the stakeholders, their role, operational network, representation requirements and impact on type of activity in the project to strategically prioritize consultation with them and develop an understanding of operational and organizational gaps. The stakeholder interactions will be carried out in the form of Focused group discussions (FGD), Public consultations, Key informant interview (KII), separate consultations with indigenous communities and women's groups, consultation with Institutional Stakeholders, etc.

The stakeholders mapping is undertaken through formal and informal consultations and their interests concerned with the project activities will be identified throughout the project cycle. The stakeholders identified are presented in **Table 7.2.**

Table 7-3: Stakeholder roles and responsibilities

Level	Stakeholder	Roles and Responsibilities	
Federal	MoUD DUDBC (PIU)	Facilitate the implementation of the subproject, coordinate with agencies, undertake monitoring and reporting to WB	
	DoR, MoFE, (PIU)	Support coordination, and sectoral policy implementation	
Local	Municipality, Ward Offices Tole Development Committees	Support the process of subproject selection, identify beneficiary and their needs, support coordination, support grievance and dispute resolution	
	NEA, DFO, LRO, DoI DCC, Traffic Police, Water Users Committee	Provide specialized inputs on local conditions, permissions, technical input limitations and needs of the public, provide compensation estimation, provide required assistance during project implementation, and support monitoring	
Subproject Level	Ward representative Associations) and All types of local user groups	Engage and participate in consultations, support in project implementation	
	Extended users of the project		
PCO		Overall Monitoring and Coordination	Executing agency
PMST		To support PCO in monitoring and control, will work as a helping hand to PCO, coordinate with the municipalities and DSCs of municipalities	Executing Agency
DSC (Design and Supervision Consultant)		Design and overall management of UDG contract in municipality Will help PIU of municipalities in overall design, contract management, supervision will coordinate with PMST	Consultant

7.5 Mechanism for Consultation

The Consultation plan envisages involvement of all the stakeholders at each stage of project planning and implementation. Involvement of the community is not limited to interactions with the community but also disclosing relevant information pertaining to the project tasks. Community participation is and will be ensured at all stages. Dissemination of project information to the community and relevant stakeholders is to be carried out by DM. The

community will be made aware of the project alternatives and necessary feedback will be obtained; other stakeholders will be involved in the decision making to the extent possible.

The outcome of consultations is incorporated as appropriate in the designs and mitigation plans. As part of such consultations, the draft Mitigation Plans will be presented and explained to the people on the content and process of the implementation of the plans. Consultations with Project Affected Persons and their profiling are conducted as per the requirements of ESIA and preparation of RAP.

7.5.1 Public/Community Consultation Plan

All consultations on social and environmental issues will be carried out during implementation of the project will be done in an inclusive manner, including vulnerable social groups (such poor household, caste, persons with disabilities, among others) and women. Details of the Project Consultation Plan are presented in Table below.

Table 7-4: Project Consultation Plan

Objective and Target Goal	Method	Responsibility
Build Local Ownership		
Introduce Project DPR Report and its components	Group Meeting/Workshops	DPR Consultant/ PCO/Municipality
Maintain efforts for two-way communication with relevant stakeholders through the project	Face to face meeting with concerned stakeholders	PCO, Design Supervision Consultant, Ward Level Authority
Start Consultation Process with Potentially Affected Communities by construction and operation of road		
Identify communities to be potential affected by project	Electronic and face to face communication with relevant stakeholders and implementing agencies	PCO, DPR Consultant Municipality Ward Authority
Consult with community representatives and ensure that their concerns with the proposed project are addressed	Face to face meeting with community representative (includes social officer of Municipality, women's representative etc.) Meeting will take place following protocol for meeting (social distancing, wearing of masks by all the participants, use of hand sanitizers, conducting meeting in a open and ventilated places)	PCO, DPR Consultant Municipality Ward Authority
Ensure that the views and needs of vulnerable segment (if required) of communities, including but not limited to poor, women, elderly, and are addressed by the subproject	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	PCO, Design and Supervision Consultant Municipality Ward Authority
Implementation Phase		
Maintain effective communication with PIU	Electronic and face to face communication with representative of relevant agency /organization	PCO, Design and Supervision Consultant Municipality Ward Authority
Raise awareness of project activities among potential beneficiaries	Media advertisements and targeted campaign	PCO, Consultant/ Municipality
Maintain consultation process with a potential affected communities and beneficiaries	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	PCO, Design and Supervision Consultant Municipality Ward Authority
Monitoring and evaluation community involvement	Face to face meeting with affected communities' representative	PCO, Design and Supervision Consultant Municipality Ward Authority
Reports outlining progress of activities related to engagement and communication	Collation of progress report, self-evaluation by PCO	PCO
Agreement on operation and maintenance system	Electronic or face to face communication with relevant stakeholder Face to face meeting with local authority	PCO, Design and Supervision Consultant Municipality Ward Authority

Objective and Target Goal	Method	Responsibility
Implementation of ESIA	The contractor will prepare the various stand-alone plans to comply with ESIA requirements by including all the stand alone plans, the contractor will prepare Contractor's Environmental and Social Management Plan (ESMP) and submit it to PIU. These requirements will be included in the contract BOQ	The requirements stipulated in ESIA shall be included in bid document of the contractor. The contractor will prepare the stand alone plans and submit it to the PIU before the construction begins and obtain approval. The standalone plan includes; environment, health and safety management plan, traffic management plan, grievance redress plan, spoil management plan, emergency preparedness plan, camp management plan, labor management plan, air/water/noise management plan to name a few.

7.6 Information Disclosure

For the success of the project, all information about the proposed activities and their expected results will be publicly shared with the affected people and interested stakeholder. In collaboration with the relevant local authorities, NGOs and other community groups, the project will disclose all the relevant information in the various stages of project cycle. Agencies working for environmental and social aspects will also be informed about the ongoing and planned activities, to identify jointly appropriate protective or corrective measures. The following approaches will be adopted to make information accessible to all the concerned stakeholders throughout the project cycle.

- Mass Media: Use local media like newspaper, radio and TV.
- Meeting/Workshops
- Distribution of project documents: Certain project documents will be disclosed in Nepali (or other relevant local language). Project-related information materials will be distributed prior to each construction work to local officials, local people, stakeholders and other concerned offices like municipality, Ward, Tole Committee etc.

An Information Centre will be established at the municipality office during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will unveil the information through its website. The information dissemination plan for the proposed road project is presented in

table 7-5.

Table 7-5: Information dissemination plan

Means of Communication	Timeline & Frequency	Responsibility	Resources
Municipality Website (project details, grievance mechanism)	At the start of the project which will be maintained throughout the project	PIU/ Information Officer	Information Officer
Newspaper and local Radio (project salient features, dates, grievance mechanism etc.)	Project implementation phase Weekly basis	PIU, municipality Information Officer	Radio-program/Talk show, FM Radio Clip
Project leaflets and Fact Sheet	Project details, Implementing agencies, project period - 2 times	PIU, Information Officer	Doubled sided colour A4 500 copies
Face to face engagements - meetings, focus group discussion with relevant stakeholders including vulnerable groups such as women's groups and indigenous groups.	Project Main Activities, Financial Assistance, Implementing agencies, project period etc. 2 time in year	PIU, Information Officer	

7.7 Grievance redress

As part of the implementation stage the PIU, PMC project engineers and Environment and Social staffs will directly interact and consult with the project affected persons. These would comprise of consultations towards relocation of the PAPs, relocation of cultural properties, and towards addressing the impacts on common property resources (CPRs) such as places of religious importance, community buildings, trees, etc. With the implementation of the rehabilitation provisions in progress, consultations and information dissemination will be undertaken to let the affected persons informed of the progress. Implementation stage also involves redress of grievances in case of rehabilitation aspects as well as relocation of common property resources through the grievance redress mechanisms.

The affected persons and groups identified above will be able to raise any grievances related the relocation of the above assets with the subproject grievance redress mechanism (GRM), to help ensure the successful implementation of resettlement measures. At first instance, the project-affected grievant should raise their grievance with the information office of the project, and the information office will determine whether it can be resolved within the project, at the ward level, or whether another mechanism should be used. PAPs will be exempt from all administrative fees incurred, pursuant to the grievance-redressed procedures except for cases filed in court. However, no any grievance raised and recorded until date. More details regarding the GRM are discussed in the following sections.

7.7.1 Structure of the GRM

A Grievance Redress Committee (GRC) was formed for the sub-project in January 2023 (28/082079). Details in Annex G.

The first level of GRC sits at the project site level. It is composed of the following team:

Chairperson of ward 3 – Coordinator
Chairperson of ward 2 – Member
Chairperson of ward 4 – Member
Chairperson of ward 5 – Member
NUGIP focal person – Member
Social Development Officer, Damak municipality – Member
Environmental Officer, Damak municipality – Member
Representative from the DSC – Invited Member
Representative from the construction company – Invited Member

The second level GRC has been established at the municipality level.

Mayor/Deputy mayor	– Coordinator
Chief Administrative Officer	– Member
Municipality's Grievance Officer	– Member
Municipality's Social Development Officer	– Member
Team leader or a representative from DSC	– Member-secretary

7.7.2 Processes of the GRM

Grievances shall be submitted through various mediums, including in person, in written form to a noted address, through a toll-free phone line or through direct calls to concerned officials, and emails. The PCO will appoint a person (Operator) at PCO- Kathmandu to receive such calls and online messages. The person (Operator) based on nature of complaint, will forward the same to the information office or ward committee. A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 1stlevel within 15 days, the complaint will be escalated to next level. If complaint remains unaddressed at 1st and 2nd within maximum 30 days after registering the compliant, it will be elevated to 3rd level at PCO level. The PCO within 7 days of time will instruct the concerned person at PMC level to arrange for a hearing within maximum 5 days of time. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated timeframe. In case 1st and 2nd level GRCs are unable to resolve the concern up to the satisfaction of complainant, these GRCs' or Complainant may approach to 3rd level of GRC at PCO Level. After conducting hearing at any level of GRC, the decision will be communicated to complainant within maximum 30 Days of time.

All local contact information and options for complaint submission will be available on site, on Toles, Wards, municipality office, PCO on information boards and the project municipality websites. A half yearly report on Grievance Redress by the subproject project will be prepared and will be sent to the project municipality's GRCs by Wards' GRCs and ultimately to GRC of PCO. The PCO will forward the same to the World Bank.

The project GRM will include a process for addressing any SEA/SH-related grievances, including the appointment of a focal person to specifically address SEA/SH cases and to provide training/orientation on SEA/SH cases.

7.7.3. Status of grievances

The GRC has been active since January 2023 allowing PAPs and other stakeholders to raise any concerns or complaints, or to appeal any disagreeable decisions, practices and activities arising from the project including compensation for land and assets (if applicable). Information about the GRC was put in public places, notice board of the municipality and ward offices so the PAPs are fully aware of their rights and the procedures. As of date, the committee has not received any grievances. The GRC will be active until the sub-project is complete.

7.7.4 Further details of the GRM

The functions of grievance mechanism include redressing grievances of community / beneficiaries /project affected persons in all project respects, providing rehabilitation and resettlement assistance and related activities, and hearing grievances from workers involved in the project at any level or phase. The system should be established to report back to the concerned community or persons regarding the decision on the complaint. The grievances related to women should be dealt by women officer. As required, the social mobilizers will be recruited. GRC will deal/hear the issues related to Environment, R&R and individual grievances and will give its decision/verdict within 30 days after hearing the aggrieved person. The final verdict of the GRC will be given by the Head of GRC in consultation with other members of the GRCs and will be binding to all other members. Potential grievances which may need to be addressed are listed below:

- Rehabilitation & Resettlement and Compensation issue
- Loss of livelihood
- Access to resource /utility/facility
- Ambient air and noise Quality

- Impact on water quality/resource
- Grievance from vulnerable community
- Gender related issues
- Grievances from workers
- Safety and risk repeated to project development

7.7.5 Other Mechanisms for Grievance Redress

All complainants have the option to approach court/judiciary or the World Bank's Grievance Redress Service in case he or she is not satisfied with the verdict provided.

CHAPTER 8: ANNEXES

CHAPTER 9: ANNEX A: LABORATORY REPORTS OF NOISE AND AIR

NESS

Nepal Environmental & Scientific Services (P) Ltd.

G.P.O. Box: 7301, Thapathali, Kathmandu, Nepal

Phone: +977-1-4244989, 4241001, Fax No.: +977-1-4226028, Email: ness@mos.com.np

http://www.nessltd.com

Lab, M-03/R1.1

QS Test Report / Certificate

NS Accreditation No. Pra. 01/053-54

Entry No.	: NCL - 706(Oth) (1) - 06 - 2019	Date Received	: 13 - 06 - 2019
Sample	: Sound Pressure Level	Date Completed	: 30 - 06 - 2019
Client	: Damak - 5	Monitored By	: NESS (Jit)

Sound Pressure Level

Sampling Point	: Amba Chaubato, Kharkhare, Damak - 5
Latitude	: 26°40'21.3"N
Longitude	: 87°41'19.6"E
Altitude	: 117m
Distance from Road	: About 30m
Starting Monitoring Date	: 06 - 06 – 2019
Ending Monitoring Date	: 07 - 06 - 2019
Monitored By	: Jit Bahadur Khatry

Instrument Name	***Digital Sound Level Meter***
Manufacturer	: Lutron, Taiwan
Measuring Range	: 35 to 130 dB(A)
Service Temperature Range	: 0 to 40 degree Celsius.
Model No.	: SL 4010
Serial No.	: B 33990
Calibrated at	: 94dB(A)

dB(A)

Noise Descriptors	Monitoring Hours							
	11:30	19:30	20:30	22:30	03:30	06:30	08:30	11:30
L_{eq}	54	47	47	43	45	50	52	56
L_d	53							
L_n	47							
L_{dn}	51							

Notes: The calculation was based on the recorded 10 minutes data set. The general weather of monitoring site was dominated by sunny weather during day time. The background sound pressure level was contributed by vehicles, horns, tractors, birds chirrups, dog barking, and human voice pitches.The method applied for monitoring and calculation was based on equal energy partition JIS Z 8731(1983); L_{eq}: Average sound pressure level; L_d: Average day time sound pressure level; L_n: Average night time sound pressure level; L_{dn}: 24 hour average sound pressure level.

***Remarks:** The observed daytime and nighttime average sound pressure level at the monitoring site complied the sound pressure level of 75dB(A) and 70dB(A) for industrial area respectively (GoN, 2012). Similarly, the observed 24 hour average equivalent sound pressure level was lesser than 70dB(A).*

(Monitored By) (Checked By) (Authorized Signature)

1. This report/certificate is in reference to Laboratory Quality Control Manual, QS (017).
2. The result of parameters refers only to the tested samples. Endorsement of products is neither inferred nor implied.
3. Liability of our institute is limited to the invoiced test parameters &amount only.
4. Samples will be destroyed after three months from the date of issue of test certificate unless otherwise specified.
5. This report is not to be reproduced wholly / partially & cannot be used as an evidence in the Court of Law & should not be used in any advertizing media without our permission in writing.
6. The clients are requested to take back their hazardous samples along with the report/certificate.

NESS/Lab, M-03/R1.1√

QS Test Report / Certificate

NS Accreditation No. Pra. 01/053-54

Entry No.	: NCL – 707(A) (3) – 06 - 2019	Date Received	: 11 – 06 - 2019
Sample	: Air	Date Completed	: 30 - 06 - 2019
Client	: DUDBC	Monitored By	: NESS (Jit)
Location	: Damak - 5		

Ambient Air Quality

Sampling Point	: AmbaChaubato, Kharkhare, Damak - 5
Latitude	: 26°40'21.3"N
Longitude	: 87°41'19.6"E
Altitude	: 117m
Distance from Road	: About 30m
Starting Monitoring Date	: 06 - 06 – 2019
Ending Monitoring Date	: 07 - 06 - 2019
Monitored By	: JitBahadur Khatry
Monitoring Duration	: 1395 minutes
Monitoring Instrument	: Low Volume Air Sampler (Anderson Type)
Flow Rate	: 28.3L/min
Total Air Volume	: 39.4785m^3

Particulate Size, (µm)	Weight of Dust, (mg)	Percentage Weight Fraction	Cumulative Weight Percentage
PM>10 µm	0.1	8	100
7.0 µm to 10 µm	0.3	23	92
3.3 µm to 4.7 µm	0.1	8	69
2.1 µm to 3.3 µm	0.2	15	62
4.7 µm to 7.0 µm	0.2	15	46
<0.43 µm	0.1	8	31
0.43 µm to 0.65 µm	0.1	8	23
1.1 µm to 2.1 µm	0.1	8	15
0.65 µm to 1.1 µm	0.1	8	8
Total	**1.3**	**100.0**	**0**

Notes: The occasional excavated roadside dust was the background air pollution sources. The monitoring site was located at the open settlement area. No, characteristic air pollution sources like open burning, etc. we're not seen during monitoring hours.

Note:

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NESS/Lab, M-03/R1.1✓

QS Test Report / Certificate

Total Suspended Particles : 32.93µg/m³

Respirable Particulate Matter (PM_{10}) : 92% of TSP = 30.29µg/m³

Respirable Fine Particle ($PM_{2.5}$) : 62% of TSP = 20.42µg/m³

Indicators→	*Total Suspended Particulates (TSP)*	*Particulate Matter of Aerodynamic Size 10 micron (PM_{10})*	*Particulate Matter of Aerodynamic Size 2.5 micron ($PM_{2.5}$)*
NAAQS Limits for 24 hour averaging time, 2012 (GoN)	230µg/m³	120 µg/m³	40 µg/m³

Remarks: The observed concentrations of TSP, $PM_{10}$and$PM_{2.5}$complied the prescribednational ambient NAAQS 2012. The ratio of PM_{10}:TSP and $PM_{2.5}$:PM_{10} were about 0.92 and 0.67 respectively.

(Monitored By) (Checked By) (Authorized Signature)

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NESS/Lab, M-03/R1.1√

QS Test Report / Certificate

Gaseous Pollutants

Sampling Point	:	AmbaChaubato, Kharkhare, Damak - 5
Latitude	:	26°40'21.3"N
Longitude	:	87°41'19.6"E
Altitude	:	117m
Distance from Road	:	About 30m
Starting Monitoring Date	:	06 - 06 – 2019
Ending Monitoring Date	:	07 - 06 - 2019
Starting Monitoring Date	:	22 - 06 – 2019
Method	:	Gas Detector Tube

Gases	n	Volume of Air Drawn per Stroke, (ml)	No. of Draws	Calculated Concentration, (ppm)
SO_2	2	100	5	<0.08
NO_2	2	100	5	<0.08
CO	1	100	5	<1

Remarks: All the monitored gases were not detected.

(Monitored By) (Checked By) (Authorized Signature)

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NESS/Lab, M-03/R1.1√

QS Test Report / Certificate

Metrological Parameters

Sampling Point : AmbaChaubato, Kharkhare, Damak - 5
Latitude : 26°40'21.3"N
Longitude : 87°41'19.6"E
Altitude : 117m
Distance from Road : About 30m
Starting Monitoring Date : 06 - 06 – 2019
Ending Monitoring Date : 07 - 06 - 2019

Time, (Hr)	Air Temperature, (°C)	Wind Speed, (m/s)	Wind Direction, (Bearing)
16:00	33	3.6	280
17:00	33	1	248
18:00	32	0.6	134
19:00	31	0.6	296
20:00	31	1.3	48
21:00	32	0.7	116
22:00	31	0.9	234
23:00	32	1	142
00:00	31	0.3	204
01:00	31	2	212
02:00	29	1.2	65
03:00	28	0.4	68
04:00	28	0.4	190
05:00	29	1.4	270
06:00	28	0.8	200
07:00	27	0.4	302
08:00	27	1.6	260
09:00	31	1.4	158
10:00	33	0.8	270
11:00	35	3.6	272
12:00	36	3	260
13:00	36	3.2	272
14:00	35	0.8	260
15:00	34	0.8	170

(Monitored By) (Checked By) (Authorized Signature)

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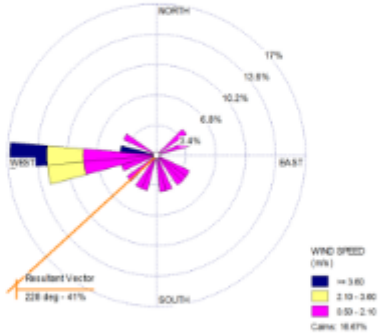
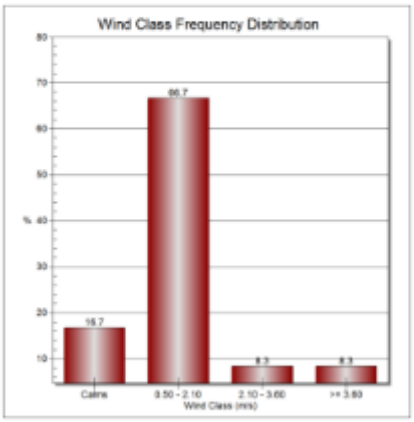
NESS/Lab, M-03/R1.1✓

QS Test Report / Certificate





Windrose (Based on Air Blowing From Site)

Frequency Classification

Remarks: The average air temperature during the monitoring duration was 31 degree Celsius. The average wind speed was 1.33m/s. The resultant wind was blown at228 degree for 41% of the monitoring duration with 16.7% calm hours. The dominant wind was lightair (about 66.7%) as per Beaufort wind scale. The air pollutants directed along the observed average wind direction.

_____ _____ _____

(Monitored By) **(Checked By)** **(Authorized Signature)**

Note:

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CHAPTER 10: ANNEX B: LIST OF TREES TO BE REMOVED

Table: List of Vegetation in the RoW

Name of Trees	Scientific Name	Big	Pole	Total number of trees
Gulmohor	**Delonix regia**	**0**	**1**	**1**
Kadam	**Anthocephalus cadamba)**	**3**	**5**	**8**
Banana	**Musa acuminata**	**0**	**0**	**0**
Supari	**Areca catechu**	**0**	**3**	**3**
Ashok	**Saraca asoca**	**0**	**3**	**3**
Bokena	**Melia azedarach**	**0**	**11**	**11**
Sajina	**Moringa oleifera**	**0**	**4**	**4**
Guava	**Psidium guajava**	**0**	**2**	**2**
Papaya	**Carica papaya**	**0**	**1**	**1**
Teak	**Trewia nudiflora**	**0**	**1**	**1**
Masala	**Eucalyptus camaldulensis**	**0**	**7**	**7**
Parijaat	**arbor-tristis**	**0**	**0**	**0**
Jamun	**Syzygium cumuni**	**0**	**1**	**1**
Cherry	**Prunus avium**	**0**	**1**	**1**
Ghas (kharkatte)		**1**	**0**	**1**
Mango	**Mangifera indica**	**0**	**2**	**2**
Swami	**Ficus benjamina**	**0**	**1**	**1**
Bayer	**Zizyphus mauritiana**	**0**	**1**	**1**
Kapur	**Cinnamomum camphora**	**0**	**0**	**0**
Total		**4**	**44**	**48**

CHAPTER 11: ANNEX C: GOVERNMENT OF NEPAL STANDARD

A. **Inland surface waters from combined wastewater treatment plant discharged into inland surface water**

S. N.	Characteristics	Tolerance Limits
1.	Total Suspended solids, mg/l, *max*	50
2.	pH	5.5 to 9.0
3.	Biochemical oxygen demand (BOD) for 5 days at 20 degree C, mg/l, *max*	50
4.	Oils and grease, mg/l, *max*	10
5.	Phenolic compounds, mg/l, *max*	1
6.	Mercury (as Hg), mg/l, *max*	0.01
7.	Zinc (as Zn), mg/l, *max*	5
8.	Ammoniacal nitrogen, mg/l, *max*	50
9.	Chemical Oxygen Demand, mg/l, *max*	250

B. National Drinking Water Quality Guidelines

Physical	Turbidity, (NTU)	5(10)	-
	pH	6.5 ~ 8.5*	-
	Color, (TCU)	5(15)	-
	Taste & Odor	Unobjectionable	-
	Total Dissolved Solid, (mg/l)	1000	-
	Electrical Conductivity, (micromhos/cm)	1500	-
Chemical	Iron, (mg/l)	0.3(3)	-
	Manganese, (mg/l)	0.2	-
	Arsenic, (mg/l)	0.05	-
	Cadmium, (mg/l)	0.003	-
	Chromium, (mg/l)	0.05	-
	Cyanide, (mg/l)	0.07	-
	Fluoride, (mg/l)	0.5 ~ 1.5*	-
	Lead, (mg/l)	0.01	-
	Ammonia, (mg/l)	1.5	-
	Chloride, (mg/l)	250	-
	Sulphate, (mg/l)	250	-
	Nitrate, (mg/l)	50	-
	Copper, (mg/l)	1	-
	Total Hardness, (mg/l)	500	-
	Calcium, (mg/l)	200	-
	Zinc, (mg/l)	3	-
	Mercury, (mg/l)	0.001	-
	Aluminum, (mg/l)	0.2	-
	Residual Chlorine, (mg/l)	0.1 ~ 0.2*	**Only for chlorinated systems**
Micro-Biology	E-Coli, (MPN Index / 100ml)	0	-
	Total Coliform, (MPN Index / 100ml)	**0(95)%**	-

राष्ट्रिय खानेपानी गुणस्तर मापदण्ड कार्यान्वयन निर्देशिका, दृष्टद्द, नेपाल राजपत्र, खण्ड छट काण्डमाडौं,भाग घ, संख्या ढ, नेपाल सरकार, भौतिक योजना तथा निर्माण मन्त्रालय, दृष्टघ

C. National Ambient Air Quality Standards for Nepal

Parameters	Units	Averaging Time	Concentration in Ambient Air, Maximum
TSP	$\mu g/m^3$	24 - hours	230
PM_{10}	$\mu g/m^3$	24 - hours	120
$PM_{2.5}$	$\mu g/m^3$	24 - hours	40
Sulfur Dioxide	$\mu g/m^3$	Annual	50
		24-hours	70
Nitrogen Dioxide	$\mu g/m^3$	Annual	40
		24-hours	80
Carbon Monoxide	$\mu g/m^3$	8hours	10000
Lead	$\mu g/m^3$	Annual	0.5
Benzene	$\mu g/m^3$	Annual	5
Ozone	$\mu g/m^3$	8-hours	157

Ref.: Section 62, Number 19, Nepal Gazette, Part 5, 2069/04/29, Notice 2

D. National Sound Pressure Level, Nepal

	Daytime	Nighttime
Industrial Area	75	70
Commercial Area	65	55
Rural Settlement Area	45	40
Urban Settlement Area	55	50
Mixed Settlement Area	63	55
Pristine Area	50	40

Ref.: Section 62, Number 30, Nepal Gazette Part 5, 2069/7/13

E. Diesel Powered Generator Emission Limits (g/kWh)

kW< 8	8	1.3	9.2	1
8 = kW < 19	6.6	1.3	9.2	0.85
19 = kW < 37	6.5	1.3	9.2	0.85
37 = kW < 75	6.5	1.3	9.2	0.85
75 = kW < 130	5	1.3	9.2	0.7
130 = kW < 560	5	1.3	9.2	0.54

Ref.: Section 62, Number 30, Nepal Gazette Part 5, 2069/7/13

The minimum height of the chimney should be maintained not less than 11m for the industrial boiler utilizing solid or liquid fuel.

CHAPTER 12: ANNEX D: LIST OF PEOPLE CONSULTED FOR ESIA/ESMP

Name	Title	Mobile
RomnathOli	Mayor	9852632444
Bhim Prasad Poudyal	Engineer	9852670365
ChandarakalaBishowkarma	Women representative	9852632200
Gyanendra Chaudhari	Key person for Env. And social Muni.	9852678518
Kumar Samsohang	Ward chairperson, Ward 4	9842187758
Tilak BahadurThapa	Ward member	9842632464
Navin Baral	Ward Chairperson, Ward 3	9852683674
Purna BahadurThapa	Secretary road user committee	9842649389
Indra Bahadur Gurung	Ward Chairperson, Ward 5	9852630333
Gopal Prashad Dahal	Party Chairperson/CPMUML Ward 5	9842648002
Kima Ghimire	Teacher Bidhyodaya Foundation School	9842685393
Sarada Sapkota	Sagarmatha Tol Bikash Samiti	9842621083
Sangita Chauhan	Sagarmatha Tol Bikash Samiti	9842629232

CHAPTER 13: ANNEX E: CADASTRAL MAP

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

जिल्ला: झापा

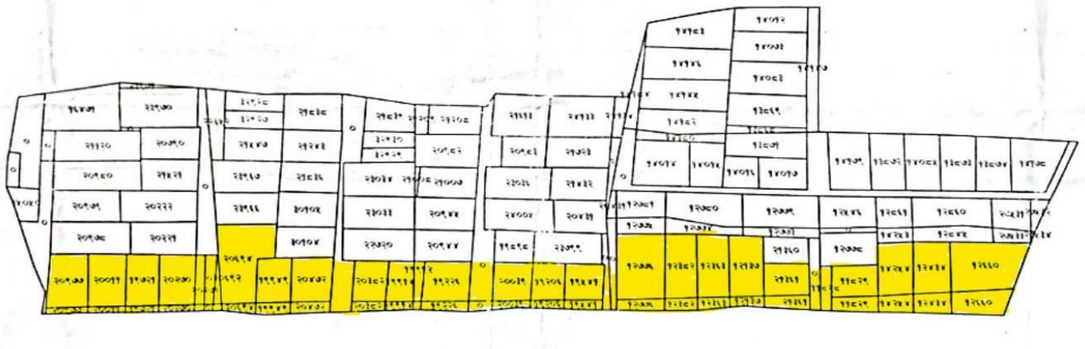
बडा नं: १क

सीट नं. DAM1-29

न.पा. दमक

स्केल १:१,२००

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)



यो नक्सा जिर्ण नक्साबाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सर्वेतको आधारमा सुधार गर्न सकिनेछ ।

06/1/20
नापी अधिकृत

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

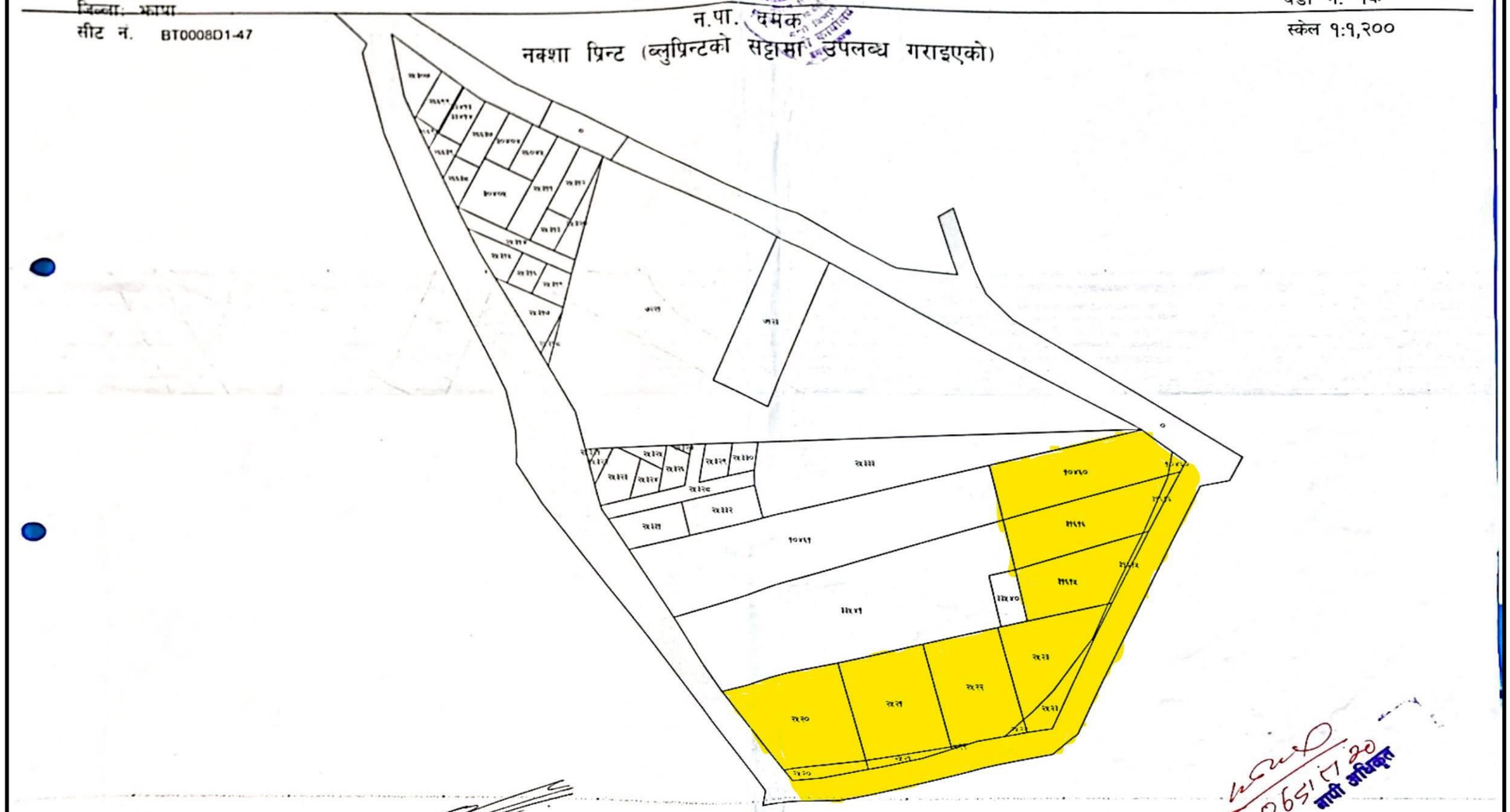
नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग
नापी कार्यालय, दमक

जिल्ला: झापा
सीट नं. BT0008D1-47

वडा नं: १क
स्केल १:१,२००

न.पा. दमक

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)



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को द.नं. मिति

कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

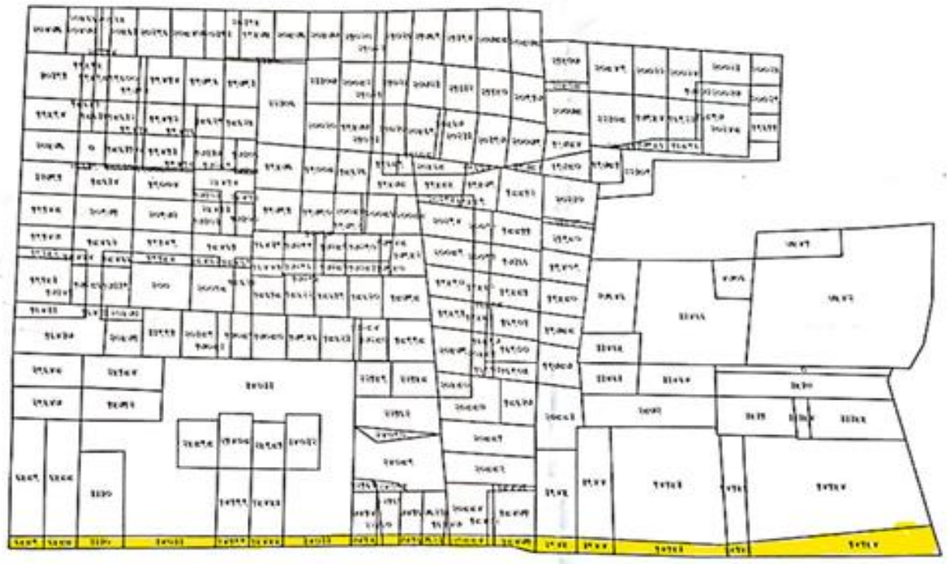
बडा नं: १क

जिल्ला: झापा

सीट नं. DAM1-34

स्केल १:१,२००

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)



यो नक्सा जिर्ण नक्साबाट ट्रेस गरिएको हुंदा त्रुटि फेला परेमा प्रमाण संकेतको आधारमा सुधार गर्न सकिनेछ।

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं घाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा
सीट नं.
कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: १ख
स्केल १:१,२००

यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुंदा त्रुटि फेला परेमा प्रमाण सूचेतको आधारमा सुधार गर्न सकिनेछ ।

का द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

06/5/17 नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

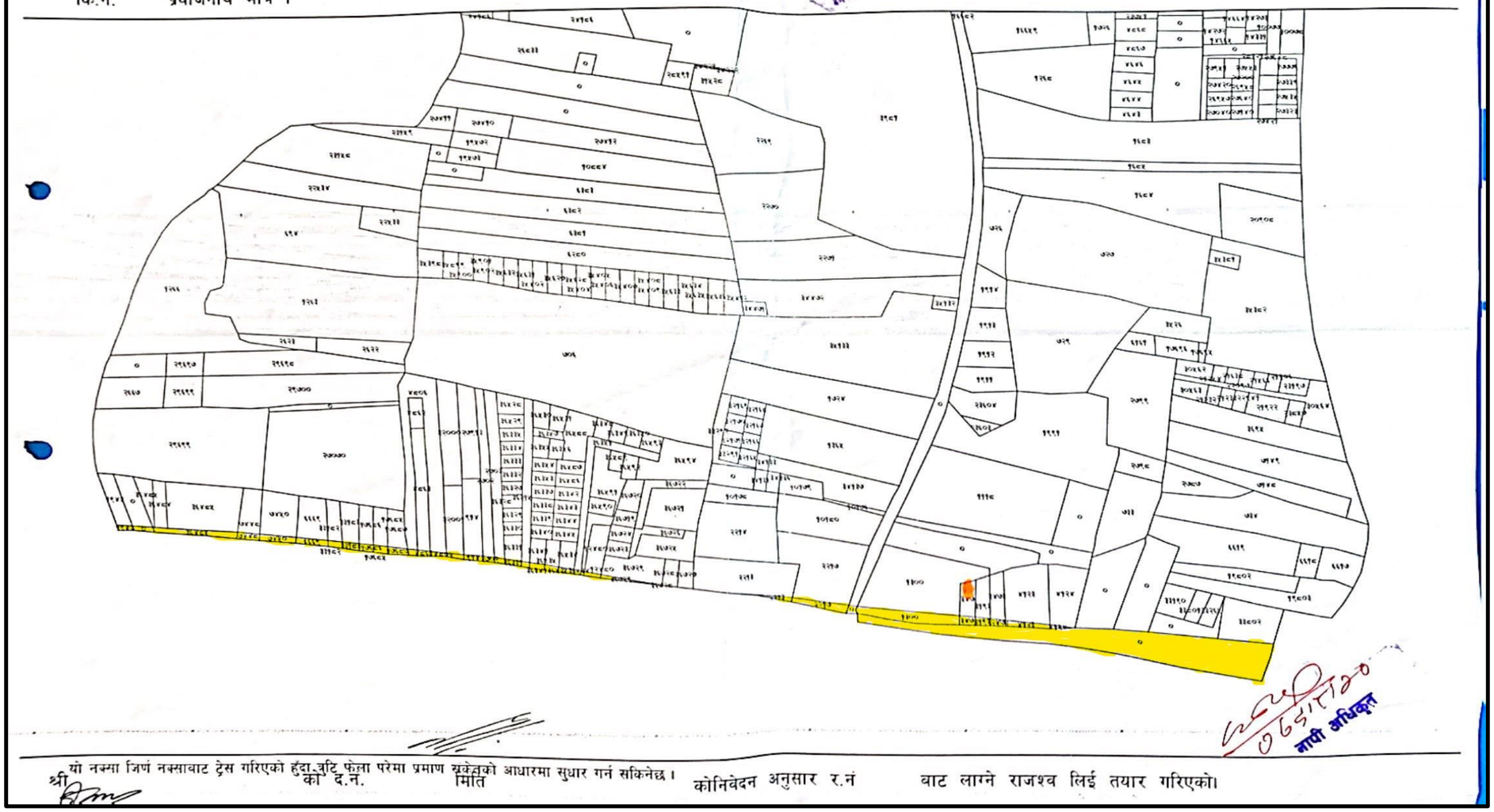
नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: १ग

स्केल १:२,४००



यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा वुटि फेला परेमा प्रमाण सक्केको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

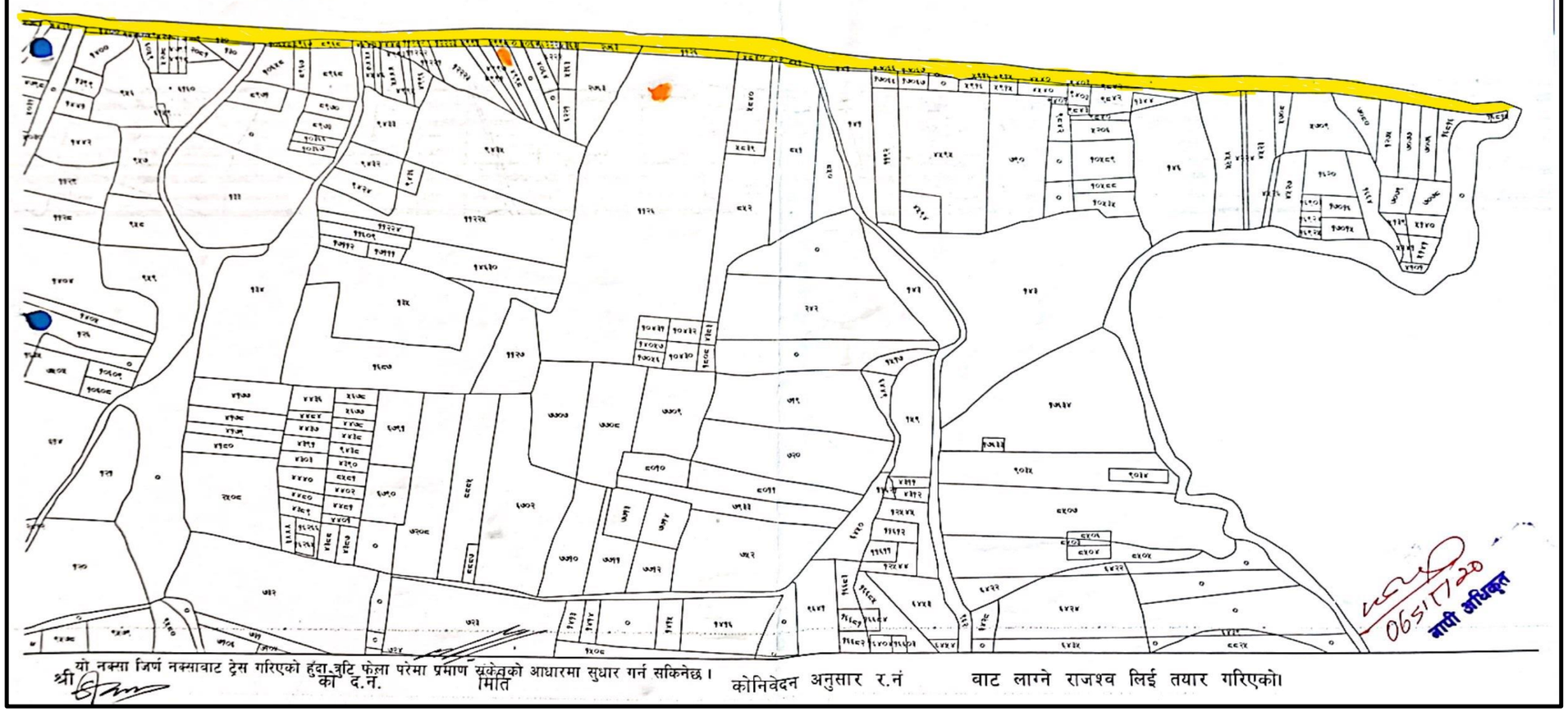
नक्शा प्रिन्ट (व्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: १ग

स्केल १:२,४००



यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुंदा त्रुटि फेला परेमा प्रमाण सहितको आधारमा सुधार गर्न सकिनेछ।

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

06/12/20
नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय, दमक

न.पा. दमक

नक्शा प्रिन्ट (व्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

वडा नं: ३ ख

स्केल १:२,४००

कि.नं. प्रयोजनार्थ मात्र ।

यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सक्कलको आधारमा सुधार गर्न सकिनेछ ।

को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

06/5/11 20...

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय, दमक

न.पा. दमक

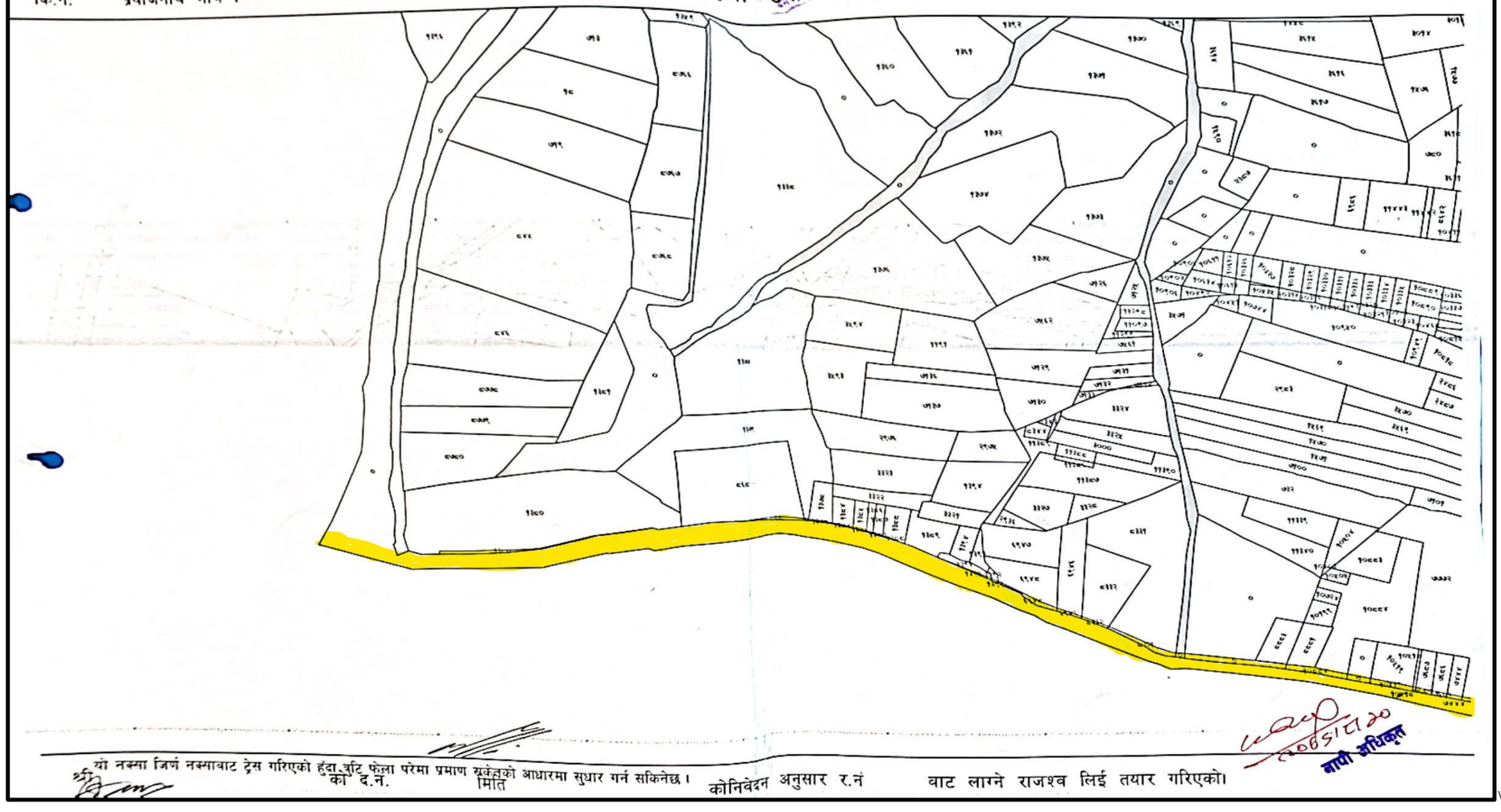
नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

वडा नं: ३ ख

कि.नं. प्रयोजनार्थ मात्र ।

स्केल १:२,४००



यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सूकेतको आधारमा सुधार गर्न सकिनेछ ।

को द.नं. मिति

कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय, दमक

न.पा. दमक

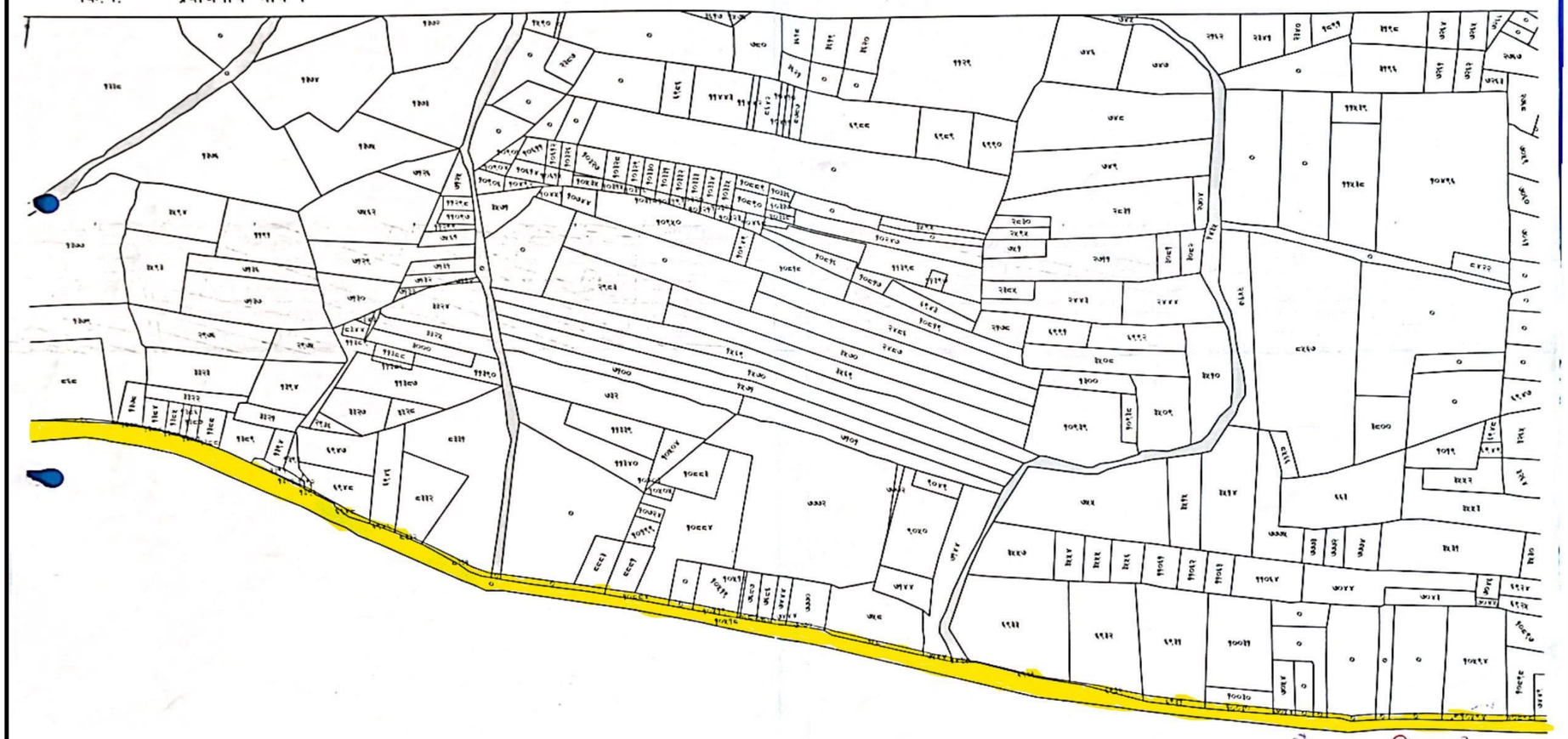
नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

वडा नं: ३ ख

स्केल १:२,४००

कि.नं. प्रयोजनार्थ मात्र ।



यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सहितको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

जिल्ला: झापा

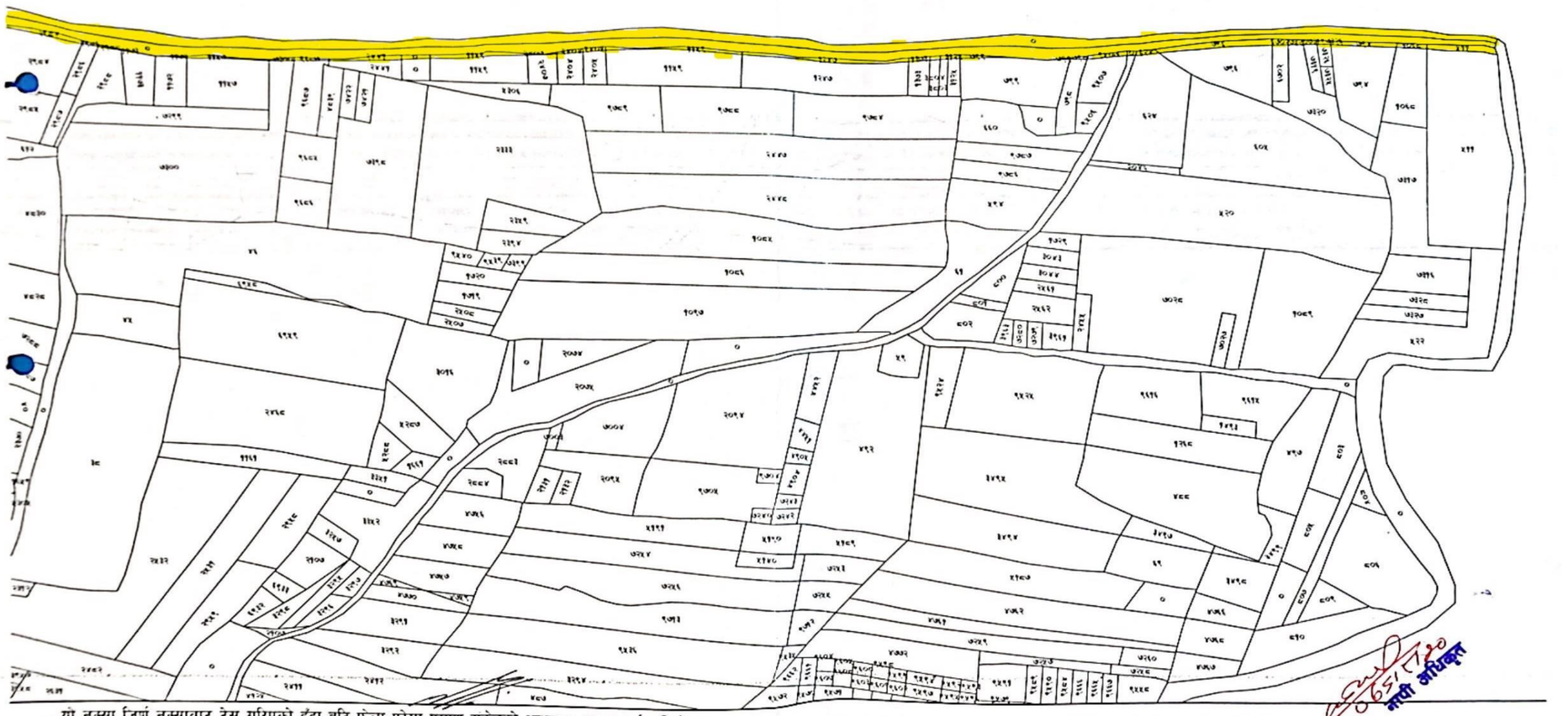
न.पा. दमक

कि.नं. प्रयोजनार्थ मात्र ।

नक्शा प्रिन्ट (व्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

वडा नं: ४ क

स्केल १:२,४००



यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सूचेतको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति

कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

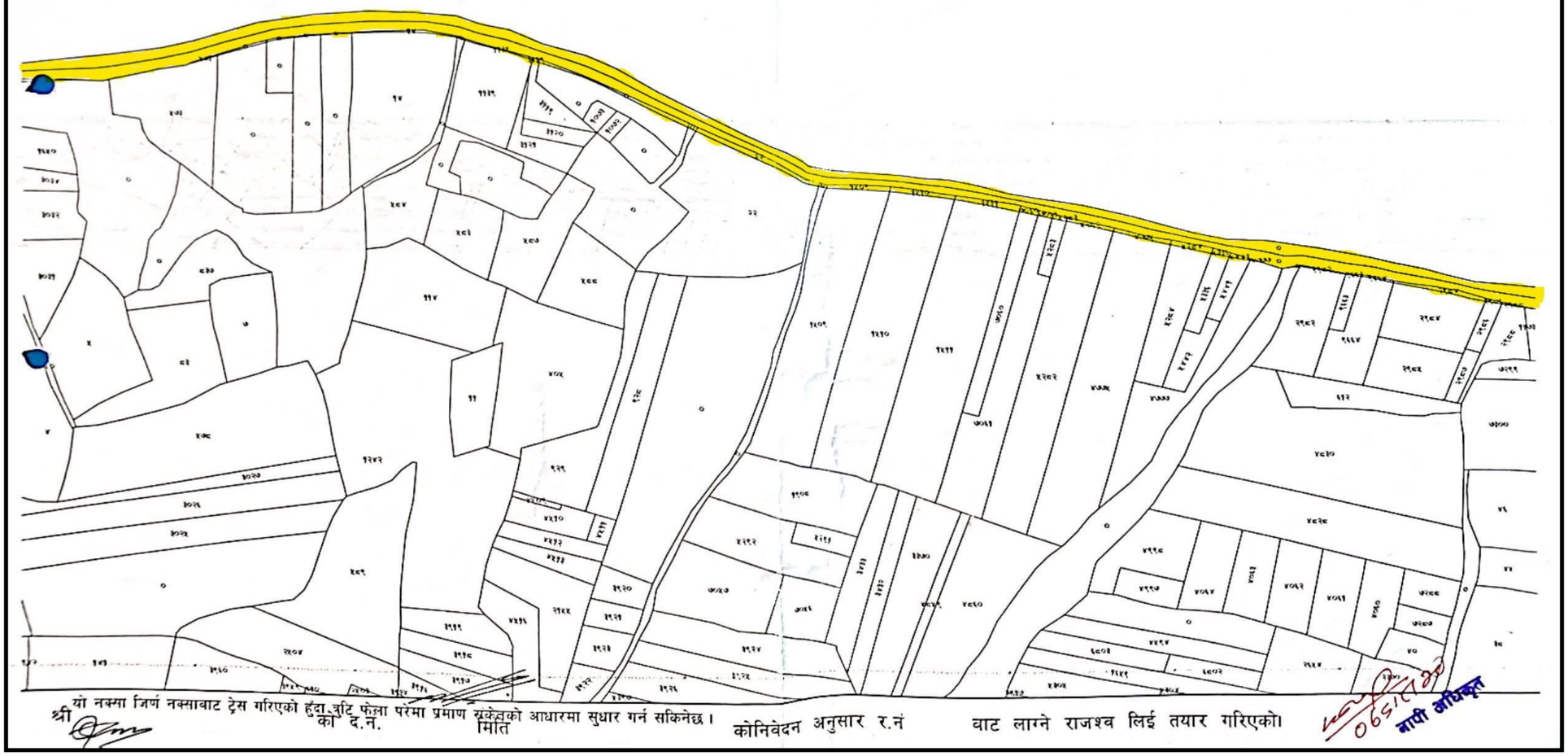
नक्शा प्रिन्ट (व्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: ४ क

स्केल १:२,४००



यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुंदा त्रुटि फेला परेमा प्रमाण मूलेतको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति

कोनिवेदन अनुसार र.नं

वाट लाग्ने राजश्व लिई तयार गरिएको।

06/12/20

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

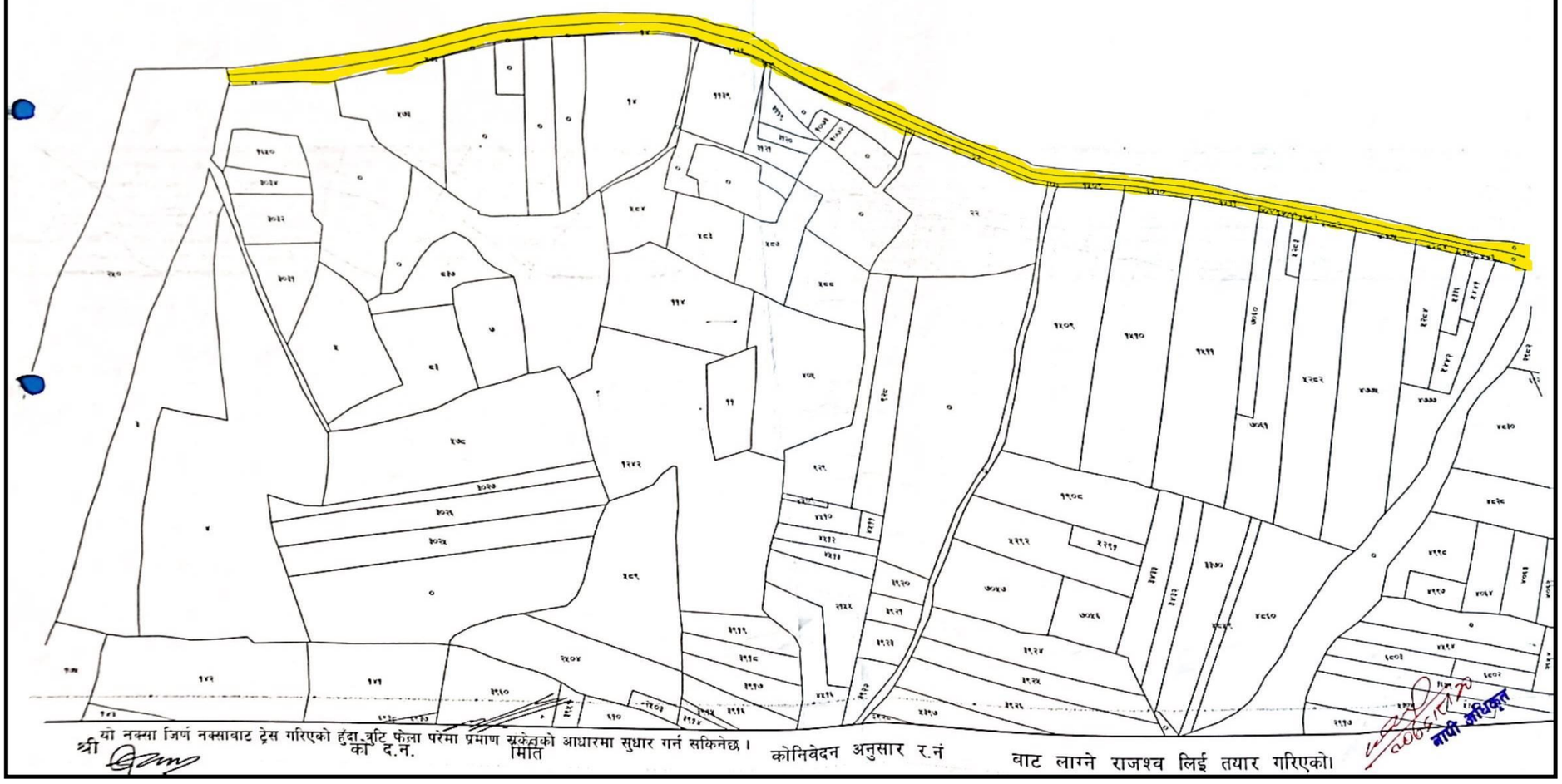
नक्शा प्रिन्ट (व्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: ४ क

स्केल १:२,४००



श्री को द.नं. यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा चुटि फेला परेमा प्रमाण सूकेतको आधारमा सुधार गर्न सकिनेछ । मिति

कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

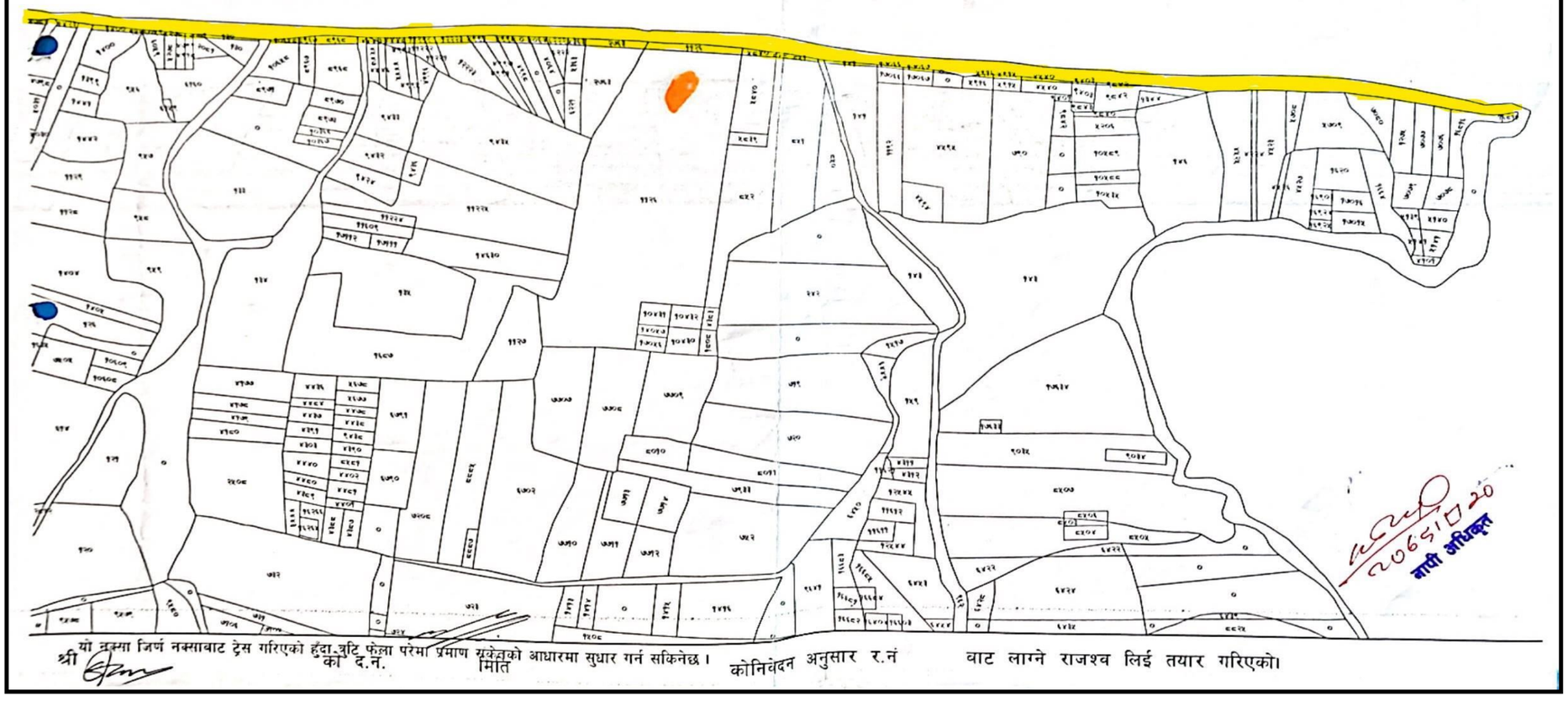
नक्शा प्रिन्ट (व्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: ५ क

स्केल १:२,४००



यो नक्सा जिर्ण नक्साबाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सकेतको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नाप्ती विभाग

नापी कार्यालय दमक

जिल्ला: झापा

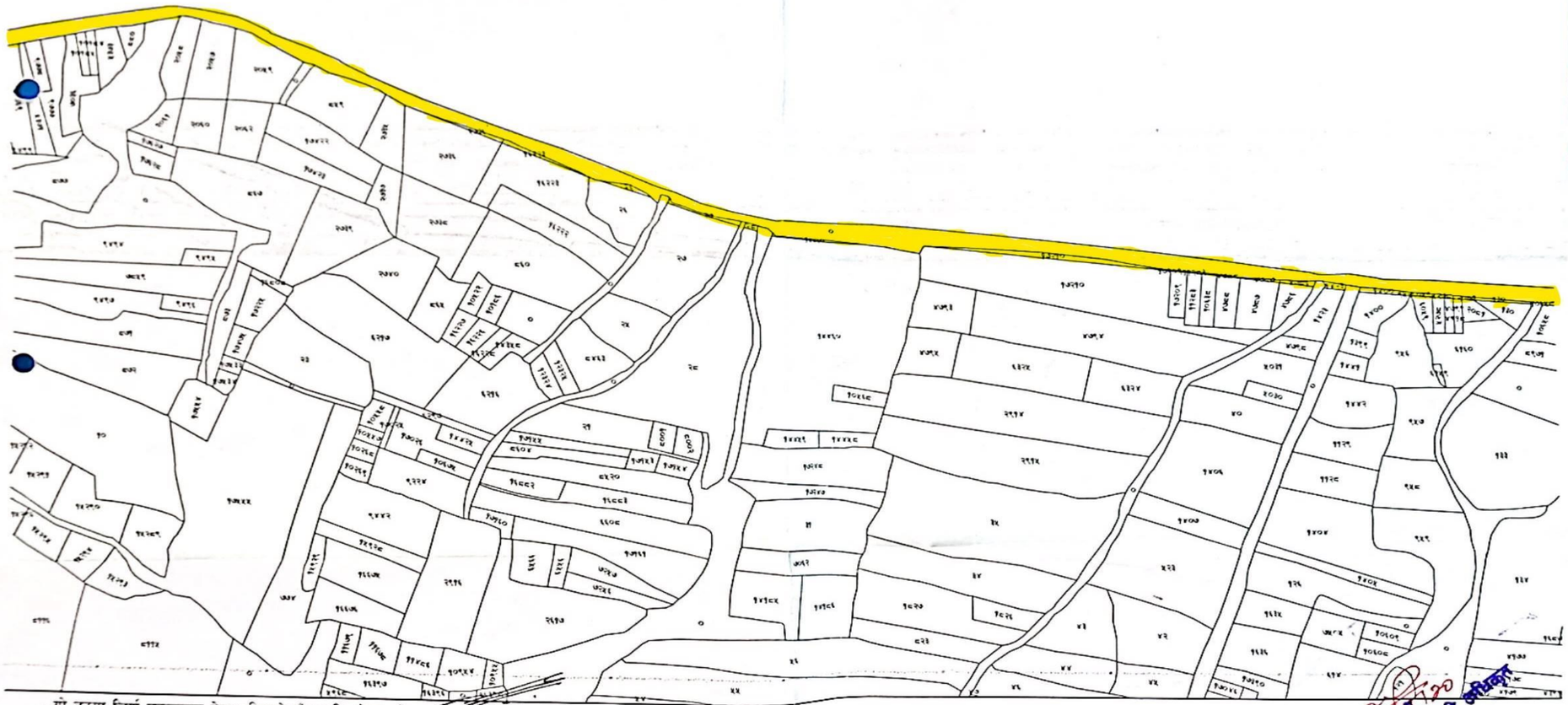
कि.नं. प्रयोजनार्थ मात्र ।

न.पा. दमक

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

वडा नं: ५ क

स्केल १:२,४००



यो नक्सा जिर्ण नक्साबाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सुकेतको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति

कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

नापी कार्यालय दमक

न.पा. दमक

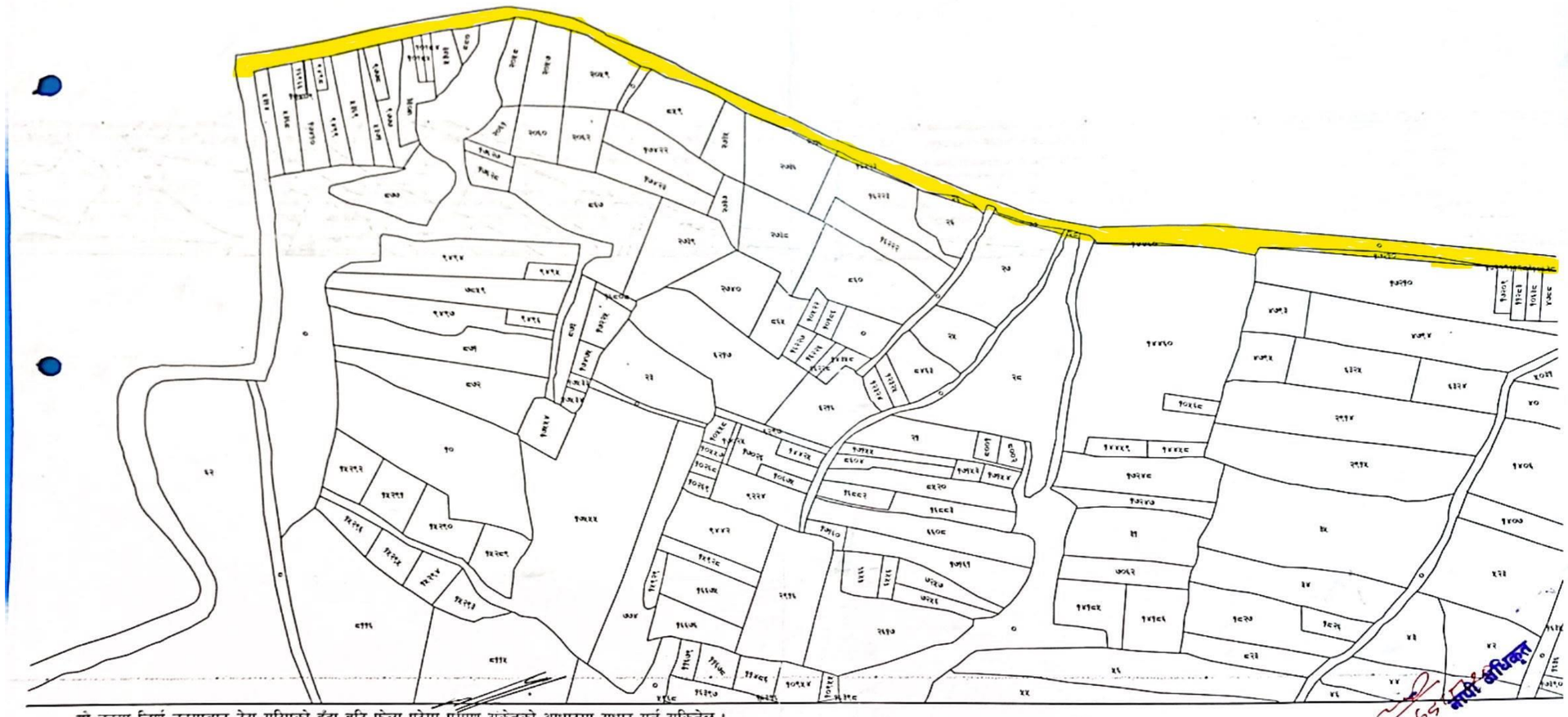
नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा

कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: ५ क

स्केल १:२,४००



यो नक्सा जिर्ण नक्साबाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सहितको आधारमा सुधार गर्न सकिनेछ ।

श्री को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी शाखा

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

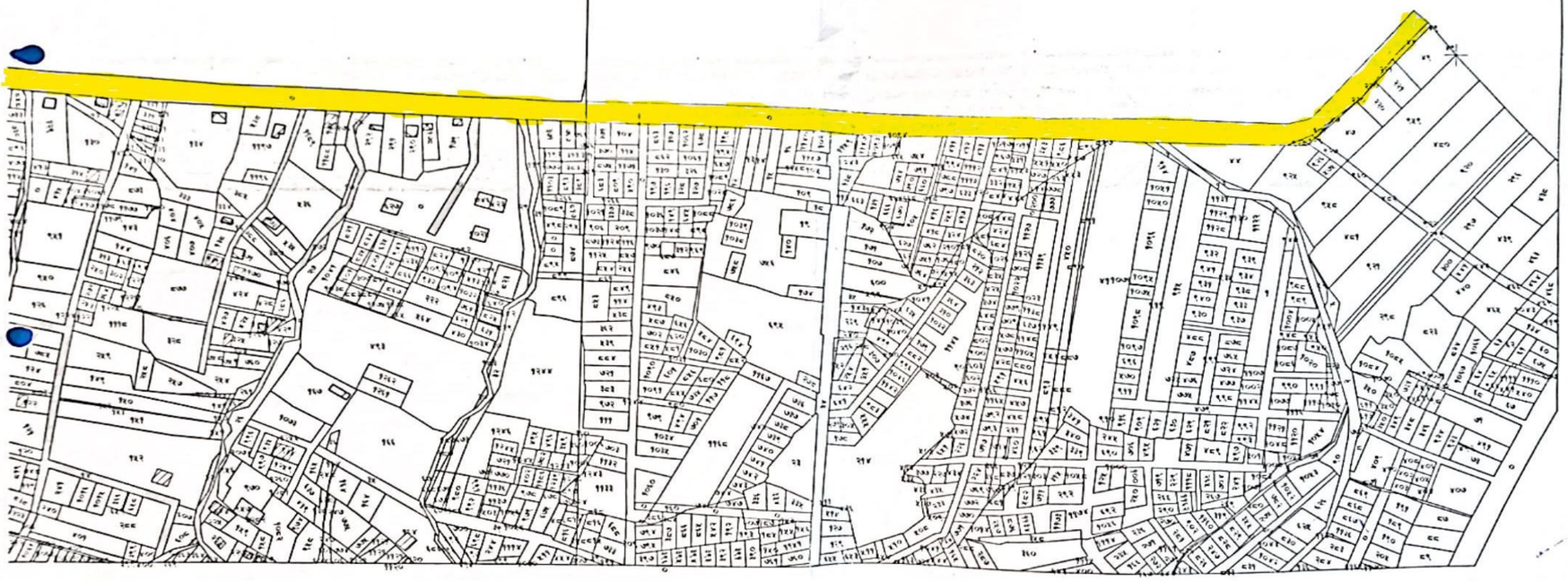
नापी कार्यालय, दमक

न.पा. दमक

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा
सीट नं.
कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: १०
स्केल १:२,५००



श्री यो नक्सा जिर्ण नक्सावाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण युकेतको आधारमा सुधार गर्न सकिनेछ ।

का द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

नेपाल सरकार
भूमि व्यवस्था, सहकारी तथा गरिबी निवारण मन्त्रालय
नापी विभाग

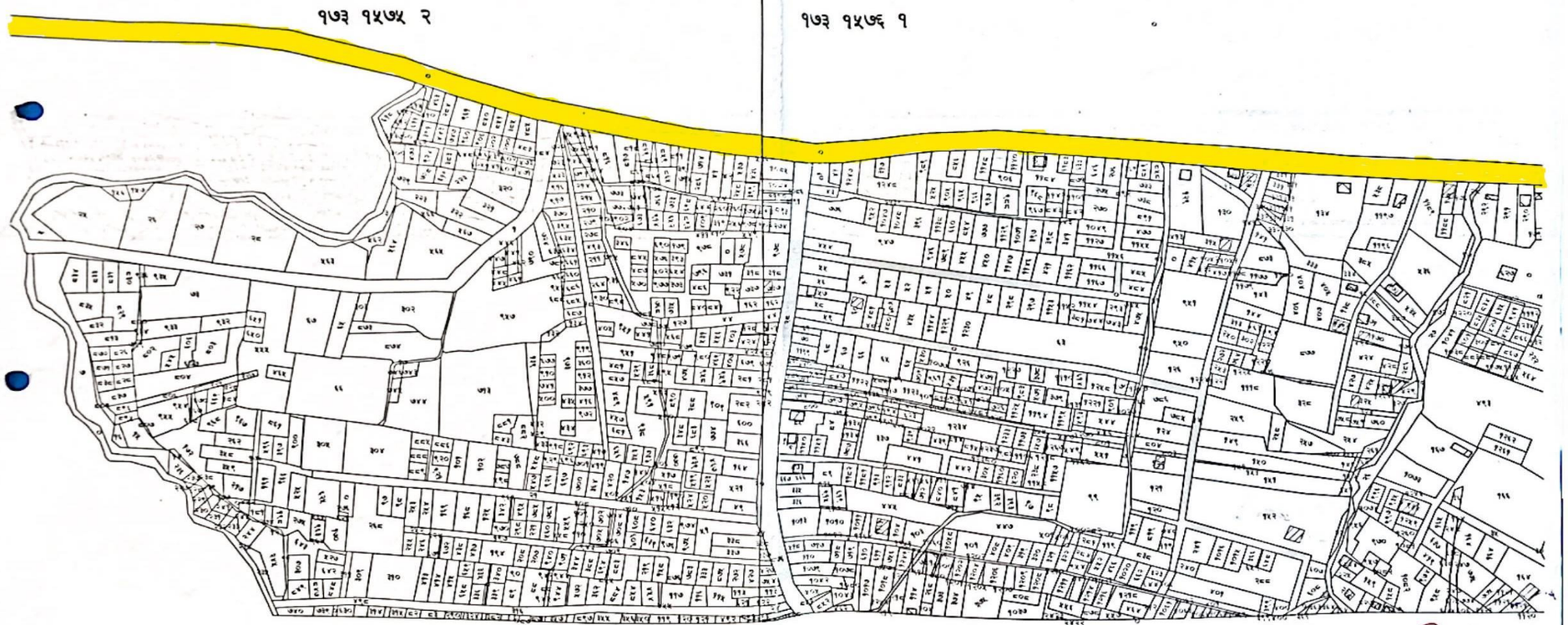
नापी कार्यालय, दमक

न.पा. दमक

नक्शा प्रिन्ट (ब्लुप्रिन्टको सट्टामा उपलब्ध गराइएको)

जिल्ला: झापा
सीट नं.
कि.नं. प्रयोजनार्थ मात्र ।

वडा नं: १०
स्केल १:२,५००



यो नक्सा जिर्ण नक्साबाट ट्रेस गरिएको हुँदा त्रुटि फेला परेमा प्रमाण सकेनको आधारमा सुधार गर्न सकिनेछ ।

को द.नं. मिति कोनिवेदन अनुसार र.नं वाट लाग्ने राजश्व लिई तयार गरिएको।

नापी अधिकृत

CHAPTER 14: ANNEX F: ISSUED LETTERS ABOUT ROW

"औद्योगिक, पर्यटकीय र हरित नगर, स्वच्छ, सुरक्षित र समृद्ध नगर"

दमक नगरपालिका
नगर कार्यपालिकाको कार्यालय

दमक-झापा
कोशी प्रदेश, नेपाल
☎ : ०२३-५८००४४, ५८०१३७, ५८०५०२, ५८१०५३
www.damakmun.gov.np
info@damakmun.gov.np

प.सं. ०६९/०८०
च.नं. ४२१५

मितिः २०७९/१२/२६

विषय: विवरण पठाइएको बारे ।

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना,
बबरमहल, काठमाडौं ।

प्रस्तुत विषयमा विश्व बैंकको ऋण लगानीमा त्यस आयोजनाको समन्वयमा यस दमक नगरपालिका अन्तर्गत सञ्चालन हुन लागिरहेको मदनडाँगी – तारावारी – डिपु सडक आयोजना, दमकको सडक क्षेत्राधिकार सम्बन्धमा यस कार्यालयसँग प्राप्त प्रमाण कागजातहरु सम्बन्धमा यो पत्र लेख्ने कार्य भएको छ ।

मिति २०७३/०७/०७ मा बसेको सर्वदलीय सर्वपक्षीय बैठकले सडक क्षेत्राधिकार (Right of Way) तथा Categories लाई परिभाषित गरेको छ, जस अन्तर्गत Category A अन्तर्गत कम्तीमा ५० फिट सडक क्षेत्राधिकार कायम हुने सडकहरुलाई समावेश गरिएको छ । जसलाई MTMP मा उल्लेख गरी सडकहरुको व्याख्या गरेको छ । जसमा उपर्युक्त आयोजना **"मदनडाँगी – तारावारी – डिपु सडक आयोजना, दमक"** समेत परिभाषित भएको छ । उक्त बैठकको निर्णय यसै पत्रसाथ संलग्न राखी पठाइएको छ ।

यस दमक नगरपालिकाले कन्सल्टेन्ट फर्म नियुक्त गरी २०७३ सालमा नै MTMP (नगर यातायात गुरुयोजना) तयार गरी दमक नगरपालिकामा बसेको सर्वदलीय बैठकले सो MTMP स्वीकृत गरी नगरपालिकाको स्वामीत्वमा लिइसकेको छ । जसको Final Report को सफ्ट कपी यसै पत्रसाथ संलग्न राखी पठाइएको छ । माग भएमा सक्कलै प्रति समेत उपलब्ध गराउने व्यहोरा अनुरोध छ ।

तत्कालीन मिति २०७३/०८/०२ मै उक्त MTMP लाई विभिन्न मन्त्रालयहरुमा बजेट माग गर्ने प्रयोजनका लागि समेत पठाइएको छ । सो पत्राचारको प्रतिलिपी समेत यसै साथ संलग्न राखिएको छ । आवश्यकता अनुसार सम्बन्धित मन्त्रालयहरुबाट उक्त पत्राचारको प्रमाणित जानकारी प्राप्त गर्न सकिन्छ ।

२०७९/१२/२६

राम कुमार थापा
नगर प्रमुख

राम कुमार थापा
नगर प्रमुख
दमक नगरपालिका

"हरित नगर, सम्बृद्ध दमक"

दमक नगरपालिका कार्यालय
Damak Municipality Office

दमक, झापा, नेपाल
Damak, Jhapa, Nepal

प.सं.
च.नं. ५८९६

मिति २०७३/०८/०२

श्री मधीय मामिला तथा स्थानिय विकाश मन्त्रालय
पूर्वाधार विकास महाशाखा
सिंहदरबार, काठमाण्डौ

विषय - MTMP Final Report को Hard र Soft Copy पठाएको बारे ।

प्रस्तुत विषयमा आ व २०७२/२०७३ मा स्थानीय शासन तथा सामुदायिक विकास कार्यक्रमको स्वीकृत वार्षिक कार्यक्रम अनुसार यस दमक नगरपालिकाको नगर यातायात गुरुयोजना(MTMP) निर्माणका लागि श्री प्यारागन ईन्जिनियरिंग कन्सल्टेन्सी एण्ड रिसर्च प्रा लि र दमक नगरपालिका बिच भएको खरिद सम्झौता अनुशार नगरपालिकाको नगर यातायात गुरुयोजना निर्माण सम्बन्धमा समिति र सरोकारवालाहरु बिच विभिन्न चरणमा छलफल मै प्राप्त भएको राय सुझावहरु समेत समावेश गरिएको प्यारागन इन्जिनियरिंग कन्सल्टेन्सी एण्ड रिसर्च प्रा लि बाट पेश हुन आएको final Report को Hard Cope र Soft Copy अध्ययको लागि यसै पत्रसाथ संम्लग्न राखि पठाएको व्याहोरा अनुरोध छ। साथै उक्त Final Report को विस्तृत प्रस्तुतिकरणका लागि समय उपलब्ध गराई दिनु हुन समेत अनुरोध गरिन्छ ।

युवराज आचार्य
कार्यकारी अधिकृत

आज मिति २०६३ साल कार्तिक ६ गते आइतवारका दिन यस दमक नगरपालिकाका नगर प्रमुख एवम कार्यकारी अधिकृत श्री युवराज दाहाल ज्यूको अध्यक्षतामा नगर सभागृहमा गुरुयोजना सम्बन्धि बैठकमा देहाय अनुसारको उपस्थिती रह्यो ।

उपस्थिती हस्ताक्षर

———— × ————

१.	नगर प्रमुख एवम कार्यकारी अधिकृत	श्री युवराज दाहाल	[signature]
२.	नगर सभापति (ने.का.)	श्री हेमन्त विष्ट	[signature]
३.	नगर अध्यक्ष (ने.क.पा. एमाले)	श्री बोधराज घिमिरे	——
४.	प्रतिनिधी (ने.क.पा. माओवादी केन्द्र)	श्री दुर्गा चम्लागाई	[signature]
५.	नगर अध्यक्ष (रा.प्र.पा. नेपाल)	श्री चन्द्र ब. थापा	[signature]
६.	नगर अध्यक्ष (रा.प्र.पा.)	श्री प्रविण चाम्लिङ	[signature]
७.	प्रतिनिधी (स.लि.रा.प.)	श्री सन्तोष राई	[signature]
८.	" (स.स.फो.ने.)	श्री सुनिल कु. राई	[signature]
९.	" (म.अ.फो.ने.लो.)	श्री चन्द्र प्रसाद राजवंशी	चन्द्र
१०.	" (रा. जनमुक्ति पार्टी)	श्री पदम अवेगु	——
११.	" (सं.स. पार्टी)	श्री सुन्दर ~~कुमार~~ देवी शाह	सुन्दर
१२.	महिला प्रतिनिधी -	श्री भुमिका कोइराला	[signature]
१३.	(सडक डि.का.)	श्री राम भरोष चौधरी	[signature]
१४.	(मालपोत का.)	——	
१५.	(नापी का.)	——	
१६.	(जि.प्रा.का.)	श्री सुजन दाहाल	[signature]
१७.	इन्जिनियर (योजना शाखा)	श्री अनन्त प्रसाद मैनाली	[signature]
१८.	" (श.वि.श.)	श्री भीम प्रसाद पौडेल	[signature]
१९.	" (प्राविधिक शाखा)	श्री तीर्थ नारायण श्रेष्ठ	[signature]
२०.	प्रतिनिधी (ने.क.पा. माले)	श्री विष्णु प्रसाद अधिकारी	[signature]
२१.	यातायात इन्जिनियर कन्सल्टेन्सी	श्री सागर अर्फेले	[signature]
२२.	(यातायात इन्जिनियरिङ् कन्सल्टेन्सी	श्री नवकान्त सापकोटा	[signature]
२३.		श्री नन्दीकेशर अधिकारी	[signature]
२४.	आ० द० ई	श्री कमल प्र० दाहाल	[signature]
२५.	अध्यक्ष - पत्रकार महासंघ नेपाल ओ.शा.	श्री सुवास बस्नेत	[signature]
२६.	माइन्यर लेखक (लोकि)	श्री मोहन प्रसाद ओली	[signature]

प्रस्ताव नं. १

वाटोको अधिकार सहित वाटो वर्गीकरण सम्बन्धमा

निर्णय नं. १

उक्त प्रस्ताव माथि छलफल गर्दा यस हमकत नगरपालिका क्षेत्रमा रहेका विभिन्न बाटोहरु लाई निम्न अनुसारको अधिकार क्षेत्र सहित वर्गीकरण गर्ने निर्णय गरियो।

(१) सडक अधिकार क्षेत्र (Right of way) १६ मी वा चालु अवस्थामा रहेका ४० फिट सम्मा रहेका वाटो लाई A वर्गमा पार्ने गरि निर्णय गरी यो यहाँ नं. १ मि रहेको चक्रपथ लाई समेत A वर्गमा रहने निर्णय गरियो।

(२) सडक अधिकारको क्षेत्र (Right of way) १० मी वा चालु अवस्थामा ३०'–६० सम्म कायम रहेका सबै वाटो लाई B वर्गमा रहने।

(३) सडक अधिकारको क्षेत्र (Right of way) ६ मी वा चालु अवस्थामा रहेका २० फिट सम्म कायम रहेका सबै वाटो लाई C वर्गमा

(४) सडक अधिकारको क्षेत्र (Right of way) ६ मी वा चालु अवस्थामा रहेका C वर्ग भन्दा पनि कम भएका वाटो हरु D वर्गमा रहने।

प्रस्ताव नं. २ अन्य स्वास्थ्य को सम्बन्धमा

निर्णय नं. २

हमकत न.पा. क्षेत्रमा विभिन्न स्थानमा नेपाल सरकार, कृषि संघ ... को ... लाई ... गर्दै वर्तमान अवस्थामा संचालित भैरहेको वा. ... वित भैरहेका केहायका विधमान ... हरुको लागी सडक /अधिकार क्षेत्रको आधारमा A वर्गको बनाउन ...

लागी पहल गर्ने निर्णय गरियो ।

देहाय

(१) बस पार्क
(२) सिटी हल
(३) औद्योगिक क्षेत्र
(४) पर्यटकीय क्षेत्र
(५) अस्पताल
(६) ठूलो मेला आयोजन केन्द्र

(४) प्रस्ताव नं. ३ नहर मार्ग सम्बन्धमा

निर्णय नं. ३

उक्त प्रस्ताव माथि छलफल गर्दा यस नं.प. भित्र बताउने नहर मार्ग उक्त बसपार्क देखि उत्तर नं.८ हुँदै बेलडाँगी बाट सडक लाई बताउने निर्णय गरियो ।

Copy of MTMP Report of Damak Municipality

Government of Nepal
Ministry of Federal Affairs and Local Development
Damak Municipality
Damak, Jhapa

A
Final Report
On
"Preparation of Municipality Transport Master Plan"

Submitted By:
Paragon Engineering Consultancy and Research Center Pvt. Ltd
Kupondole, Lalitpur
Phone: 01-5430600
E-mail: ourparagon2009@gmail.com

2015

Tol, Sarashwoti Tol, Katargachhi, Indreni Tol, Jadaha. The total length and average width of the road are about 9.3km and 50 ft respectively. This road is 7km is gravelled and 2.3 Km is earthen. This road is purposed for industrial area.

Nagarpalika Road (104/M49/A003)

The road passes through wards 11, 12, 1 and started from Pashuhat Chowk and end at Fagunanda Chowk. It provides services to Buddha Tol, Santinagar, Nagarpalika office and Damak Khargachhi Damak Beldadi and Dipu Tarabari Road. The total length and average width of the road are about 1.5km and 40 ft respectively. This road is 2.11km blacktopped. This road is boarder road of wards 11, 12, 1 of Damak Municipality.

Beldangi Bhangbari Marga (104/M49/A004)

The road passes through wards 1, 3, 5 and started from Deewan Chowk and end at Beldangi Chowk. It provides services to Bhangbari, Beldangi, Refugee Camp, Baghkhor, Laliguras Chowk, Dumse. The total length and average width of the road are about 5.4km and 50 respectively. This road is totally blacktopped.

Damak Dipu Tarabari Road (104/M49/A005)

The road passes through wards 10, 2, 9, 4, 6, 7, 8 and started from Shrestha Chowk and end at Mawa khola. It provides services to Shrestha Tol, Sagarmatha Tol, Naya Amda Tol, Sangam Tol, Mahabir Tol and Dipu Tol. The total length and average width of the road are about 5.23 km and 15m respectively. This road is Shrestha Chowk to Dipu Chowk is Blacktopped but Dipu Chowk to Mawakhola is Earthen. This Road is also boarder road of wards 10, 2, 9, 4, 6, 7, 8 of Damak Municipality.

Damak Rabi Chisapani Sadak (104/M49/A006)

The road passes through wards 1 and started from Fagunanda Chowk and end at Sangam Chowk. It provides services Mahalaxmi Tol, Holdar Chowk, Dadagaun, Sangam Chowk, Pangme Diwan Chowk . The total length and average width of the road are about 2km and 40 ft respectively. This road is totally blacktopped.

Hi.Ma.V. Dhukurpani Marga (104/M49/A007)

The road passes through wards 4, 6 started from Himavi chowk and ending point is Dhukurpani chowk. The main crossing settlements are Himavi chowk, Paribartan chowk, jirait Tol, Kharkhare chowk, Sangam chowk, Madhanasrit Chowk, Dhakni Tol, Sigdel chok and Dhukurpani chowk. Total length of Hi.Ma.V. Dhukurpani Marga is 3.1 Km this road is totally blactopped.

Surface transport is the major mode of transport in Damak Municipality and for airways a domestic airport is at Bhadrapur (regional hub-domestic airport) which is nearly 42km from this municipality. East-west Highway running east-west and dividing this municipality into nearly two halves are the main road transport in Damak Municipality and constitute main proportion of traffic within the municipality. Few roads close to the highway and within the planning area are paved. Most of the road network is graveled and narrow. Access is not the main problem in Municipality but the mobility is the question.

4.2 Class 'A' road

All major roads which connect one or more major Growth Centres (market, tourism Centre, industry, etc.) or several Wards with high network coverage, connected directly or through the National Strategic Road Network or district road falls on the **road class A.** List of class A road is given in table below and the detail map is presented in **Annex**

Table 8: Lists of Class A roads

Municipal Code	Name	Settlement Passed	Ward No.	Length (km)
104/M49/A001	Ringroad	Purba Baspark Hotkhola, Goskhan, Mahalaxmee Tol, Budha Chowk, Dadagau, Banbari, Baldagi, Baghkhor, Dumse, Pani-Ghatte, Golatar, Doghere, Mathillo Tara Bari, Tarabari Depo, Tallo Tara Bari, Shanti Tol, Tarabari, CMA Chowk, Prativa Tol, Tukrejhoda, Karki Tol, Sapmara, Dada Tol, Katter Gachhi, Paewa Dagi, Jadha, BalubathanKali Tol, Setumari, Thapa Tol, Pindada, Shanobarghar, Ghamune Tol, Baluwatar, Shanti Tol to Damake Purba Bass Park.	11, 12, 1,3,5,7 ,8,16,17, 19,18 and 13	36.5
104/M49/A002	Kharkhare Jadaha Sadak	Chiya Dokan Chowk , East Edge of Tea Farm, Buddha Tol, Sanobaraghare, Pasupati Tol, Sarashwoti Tol, Katargachhi, Indreni Tol, Jadaha.	15,17, 19	9.3
104/M49/A003	Nagarpalika Road	Buddha Tol, Santinagar, Nagarpalika office and Damak Khargachhi Damak Beldadi and Dipu Tarabari Road.	11, 12, 1	2.11
104/M49/A004	Beldangi Bhangbari Marga	Bhangbari, Beldangi, Refugee Camp, Baghkhor, Laliguras Chowk, Dumse.	1, 3, 5	5.4
104/M49/A005	Damak Dipu Tarabari Sadak	Shrestha Tol, Sagarmatha Tol, Naya Amda Tol, Sangam Tol, Mahabir Tol and Dipu Tol.	10, 2, 9, 4, 6, 7, 8	5.23
104/M49/A006	Damak Rabi Chisapani Sadak	Mahalaxmi Tol, Holdar Chowk, Dadagaun, Sangam Chowk, Pangme Diwan Chowk.	1	2 Closed at ring road

CHAPTER 15: ANNEX G: PUBLIC CONSULTATION

Prior Notices for Consultation

दमक नगरपालिका
नगर कार्यपालिकाको कार्यालय
दमक-झापा
१ नं. प्रदेश, नेपाल
२०७३

बिषय : आयोजना सम्बन्धी जानकारीमा सहभागिताका लागि सार्वजनिक सूचना

आयोजनाको प्रकृयागत तालिका अनुसार प्रस्तावित मदनडाँगी - ताराबारी - डिपु सडक आयोजना निर्माणका क्रममा आयोजनाबाट प्रभावित घरपरिवारहरुलाई आयोजना सम्बन्धी जानकारी उपलब्ध गराउने उद्देश्यले मिति २०७९/११/१६ देखि संचालन गर्न लागिएको व्यक्तिगत परामर्श/छलफल प्रकृयामा यहाँको गरिमामय सकृय सहभागिताका लागि यस न.पा. यसै सुचना मार्फत हार्दिक आमन्त्रण एवंम अपिल गर्दछ। व्यक्तिगत परामर्श/छलफल कार्यक्रमको स्थान एबं समयको व्यवस्थापन यहाँको सहजता अनुकुलता अनुसार हुनेछ। आयोजना क्षेत्रका निम्न उल्लेखित जग्गाधनीहरु संग व्यक्तिगत परामर्श/छलफल कार्यक्रम संचालन गरिने साथै व्यक्तिगत परामर्श/छलफलका लागि संम्बन्धितलाई पत्रद्धारा पनि जानकारी गराईने यसै सुचना मार्फत अबगत गराईन्छ।

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<u>पुनश्चः</u>

यस नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) द्वारा स्तरोन्नति कार्य हुन गइरहेको मदनडाँगी - ताराबारी - डिपु सडक को निर्माण सम्बन्धमा स्थानीयवासीलाई अवगत नै छ। आयोजना सम्बन्धमा यस नगरपालिकाले विभिन्न समयमा विविध संचार माध्यमहरु मार्फत स्थानीय जनसमुदायलाई जानकारी एवम् सुचनाहरु उपलब्ध गराउँदै आइरहेको छ।

आयोजना कार्यान्वयनका क्रममा कुनै पनि स्वरुपमा जग्गा प्राप्त वा पूनर्वास गर्नु परेको अवस्थामा प्रभावित व्यक्तिहरुमा थप प्रतिकूल प्रभाव पर्न नदिने र उनीहरुको जीवनस्तर, आय आर्जन क्षमता एवम् उत्पादन स्तरमा सुधार ल्याउने वा कम्तीमा पनि आयोजना पूर्वकै अवस्थामा रहने गरी आयोजना कार्य संचालन गर्ने साथै सीमान्तकृत तथा संकटापन्न समूहको जीवनस्तर सुधारमा विशेष ध्यान दिइने र स्थानीय समुदायको सामाजिक, आर्थिक एवम् संस्थागत रुपमा दिगो बनाउन विशेष ध्यान पुऱ्याउने उद्देश्य अनुसार आयोजनाले "वातावरणीय तथा सामाजिक व्यवस्थापन रुपरेखा (Environmental and Social Management Framework - ESMF)" तयार पारिएको छ। उक्त ESMF अन्तर्गत आयोजना कार्यान्वयनका क्रममा जग्गा प्राप्ती र पूनर्वासबाट पर्न सक्ने प्रभावको सम्बोधनका लागि विस्तृत पुनर्वास योजना तर्जुमा कार्यलाई मार्गदर्शन प्रदान गर्न राष्ट्रिय ऐन/नियमका साथै विश्व बैंकको सुरक्षण नीति निर्देशिका अनुकूल हुने गरि पुनर्वास नीति संरचना (RPF) तयार पारिएको छ।

साथै यस आयोजना कार्यन्वयनमा आएका समस्या/गुनासोहरु सोको समाधान गर्ने उद्देश्यले मिति २०७९/०८/२८ मा दमक नगरपालिका वडा नं. ३ का वडाध्यक्ष श्री नविन बरालज्यूको संयोजकत्वमा तपसीलका ८ सदस्यीय प्रथम तहको गुनासो सुनवाई समिति गठन भएको स्थानीय सरोकारवालाहरुलाई यसै सुचना मार्फत पुनः जानकारी गराईन्छ।

स्थानिय सरोकारहरुलाई आयोजना सम्बन्धी कुनै किसिमका समस्या/गुनासोहरु भए निर्धक्कता साथ यस दमक नगरपालिकाद्वारा गठित देहाय बमोजिमका गुनासो सुनवाई समिति संयोजक वा सदस्यहरु वा नगरपालिकाका नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) सम्पर्क व्यक्ति समक्ष वा सम्बन्धित वडा कार्यालय मार्फत लिखित वा मौखिक जानकारी गर्न गराउन सकिने विषयमा पुनः सुसुचित गरिन्छ।

श्री नविन बराल, वडा नं ३ का वडा अध्यक्ष - संयोजक (9852683674)
श्री प्रजापति सापकोटा, वडा नं २ का वडा अध्यक्ष - सदस्य (9852675150)
श्री पुण्य प्रसाद दाहाल, वडा नं ४ का वडा अध्यक्ष - सदस्य (9842764718)
श्री इन्द्र बहादुर गुरुङ, वडा नं ५ का वडा अध्यक्ष - सदस्य (9852630333)
श्री केशव प्रसाद प्रसाई, सामाजिक विकास अधिकृत - सदस्य (9841505965)
श्री निर्माण व्यवसायी - सदस्य
श्री फोकल पर्सन इन्जिनियर अनन्त प्रसाद सेनेहाङ - सदस्य सचिव (9852670740)

आयोजना सम्बन्धी पूर्ण जानकारी यस दमक नगरपालिका कार्यालय र आयोजनाको आधिकारीक website http://nugip.dudbc.gov.np मार्फत पनि जानकारी प्राप्त गर्न सकिनेछ।

"औद्योगिक, पर्यटकीय र हरित नगर, स्वच्छ, सुरक्षित र समृद्ध नगर"

दमक नगरपालिका

नगर कार्यपालिकाको कार्यालय

दमक-झापा

१ नं. प्रदेश, नेपाल

च.नं. ४२४६

☎ ०२३-५८००४४, ५८०१३७, ५८०५०२, ५८१०५३
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मितिः २०७९/११/१२

विषयः सूचना टाँस गरी जानकारी पठाउने बारे ।

श्री वडा कार्यालयहरु (वडा नं. २,३,४,५)
दमक नगरपालिका, झापा ।

प्रस्तुत विषयमा विश्व बैंकको आर्थिक लगानी तथा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजनाको समन्वयमा यस दमक नगरपालिकामा सञ्चालन हुन लागिरहेको "मदनडाँगी — ताराबारी — डिपु सडक, दमक" को आयोजना निर्माण स्थलमा पर्ने आयोजना प्रभावित स्थानीयबासीहरुसँग मिति २०७९/११/१४ गते आइतबार विहान ८ बजेदेखि दमक नगरपालिकाको सभाहलमा हुन गइरहेको परामर्श / छलफल कार्यक्रम सम्बन्धी यसै साथ संलग्न अत्यन्त जरुरी सूचना तहाँ कार्यालयको सूचना पाटीमा टाँस गरी सो को जानकारी पठाइदिनु हुन अनुरोध छ ।

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अनन्त प्रसाद सेदाईहाङ
इन्जिनियर

बोधार्थ
श्रीमान् नगर प्रमुखज्यूको सचिवालय, दमक नगरपालिका, झापा
श्रीमान् नगर उपप्रमुखज्यूको सचिवालय, दमक नगरपालिका, झापा

"औद्योगिक, पर्यटकीय र हरित नगर, स्वच्छ, सुरक्षित र समृद्ध नगर"

दमक नगरपालिका

नगर कार्यपालिकाको कार्यालय

दमक, झापा
१ नं. प्रदेश, नेपाल

फोनः ०२३-५८००४४, ५८०१३७, ५८०५०२
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नगरपालिका कार्यपालिकाको कार्यालय दमक-झापा कोशी प्रदेश, नेपाल २०७३

प.सं.: ०७९/८०/योजना
च.नं.

मितिः २०७९/१२/०७

बिषय : आयोजना सम्बन्धी जानकारीमा सामूहिक सहभागिताका लागि सार्वजनिक सूचना

आयोजनाको प्रकृयागत तालिका अनुसार प्रस्तावित मदनडाँगी - तारावारी - डिपु सडक, दमकको निर्माण आयोजना निर्माणका कममा आयोजनाबाट प्रभावित घरपरिवारहरुलाई आयोजना सम्बन्धी जानकारी उपलब्ध गराउने उद्देश्यले मिति २०७९/१२/१५ देखि २०७९/१२/१६ सम्म संचालन गर्न लागिएको सामूहिक परामर्श/छलफल प्रकृयामा यहाँको गरिमामय उपस्थितीका लागि यस न.पा. यसै सुचना मार्फत हार्दिक आमन्त्रण एवंम अपिल गर्दछ। सामूहिक परामर्श/छलफल संचालन हुने स्थान र समय तालिका विवरण निम्नानुसार रहेको जानकारी गराइन्छ।

वडा नं	मिति	समय	स्थान	सम्पर्क व्यक्ति
२, ५	२०७९/१२/१५	विहान ८ बजे	गणेश तामाङको घरमा	बेनु श्रेष्ठ, ९८६२३०२५९५
३, ४	२०७९/१२/१६	विहान ८ बजे	विद्योदय स्कुल	

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शशि राई
प्रशासकीय अधिकृत

पुनश्चः

यस नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) द्वारा स्तरोन्नति कार्य हुन गइरहेको **मदनडाँगी - तारावारी - डिपु सडक** को निर्माण सम्बन्धमा स्थानीयवासीलाई अवगत नै छ। आयोजना सम्बन्धमा यस नगरपालिकाले विभिन्न समयमा विविध संचार माध्यमहरु मार्फत स्थानीय जनसमुदायलाई जानकारी एवम् सुचनाहरु उपलब्ध गराउँदै आइरहेको छ।

आयोजना कार्यान्वयनका कममा कुनै पनि स्वरुपमा जग्गा प्राप्त वा पूनर्वास गर्नु परेको अवस्थामा प्रभावित व्यक्तिहरुमा थप प्रतिकूल प्रभाव पर्न नदिने र उनीहरुको जीवनस्तर, आय आर्जन क्षमता एवम् उत्पादन स्तरमा सुधार ल्याउने वा कम्तीमा पनि आयोजना पूर्वकै अवस्थामा रहने गरी आयोजना कार्य संचालन गर्ने साथै सीमान्तकृत तथा संकटापन्न समूहको जीवनस्तर सुधारमा विशेष ध्यान दिइने र स्थानीय समुदायको सामाजिक, आर्थिक एवम् संस्थागत रुपमा दिगो बनाउन विशेष ध्यान पुऱ्याउने उद्देश्य अनुसार आयोजनाले "वातावरणीय तथा सामाजिक व्यवस्थापन रुपरेखा (Environmental and Social Management Framework - ESMF)" तयार पारिएको छ। उक्त ESMF अन्तरर्गत आयोजना कार्यान्वयनका कममा जग्गा प्राप्ती र पूनर्वासबाट पर्न सक्ने प्रभावको सम्बोधनका लागि विस्तृत पुनर्वास योजना तर्जुमा कार्यलाई मार्गदर्शन प्रदान गर्न राष्ट्रिय ऐन/नियमका साथै विश्व बैंकको सुरक्षण नीति निर्देशिका अनुकूल हुने गरि पुनर्वास नीति संरचना (RPF) तयार पारिएको छ।

साथै यस आयोजना कार्यन्वयनमा आएका समस्या/गुनासोहरु सोको समाधान गर्ने उद्देश्यले मिति २०७९/०८/२८ मा दमक नगरपालिका वडा नं. ३ का वडाध्यक्ष श्री नविन बरालज्यूको संयोजकत्वमा तपसीलका ८ सदस्यीय प्रथम तहको गुनासो सुनवाई समिति गठन भएको स्थानीय सरोकारवालाहरुलाई यसै सुचना मार्फत पुनः जानकारी गराईन्छ।

स्थानिय सरोकारहरुलाई आयोजना सम्बन्धी कुनै किसिमका समस्या/गुनासोहरु भए निर्धक्कता साथ यस दमक नगरपालिकाद्वारा गठित देहाय बमोजिमका गुनासो सुनवाई समिति संयोजक वा सदस्यहरु वा नगरपालिकाका नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) सम्पर्क व्यक्ति समक्ष वा सम्बन्धित वडा कार्यालय मार्फत लिखित वा मौखिक जानकारी गर्न गराउन सकिने विषयमा पुनः सुसुचित गरिन्छ।

श्री नविन बराल, वडा नं ३ का वडा अध्यक्ष - संयोजक (9852683674)
श्री प्रजापति सापकोटा, वडा नं २ का वडा अध्यक्ष - सदस्य (9852675150)
श्री पुण्य प्रसाद दाहाल, वडा नं ४ का वडा अध्यक्ष - सदस्य (9842764718)
श्री इन्द्र बहादुर गुरुङ, वडा नं ५ का वडा अध्यक्ष - सदस्य (9852630333)
श्री केशव प्रसाद प्रसाई, सामाजिक विकास अधिकृत - सदस्य (9841505965)
श्री निर्माण व्यवसायी - सदस्य
श्री फोकल पर्सन इन्जिनियर अनन्त प्रसाद सेनेहाङ - सदस्य सचिव (9852670740)

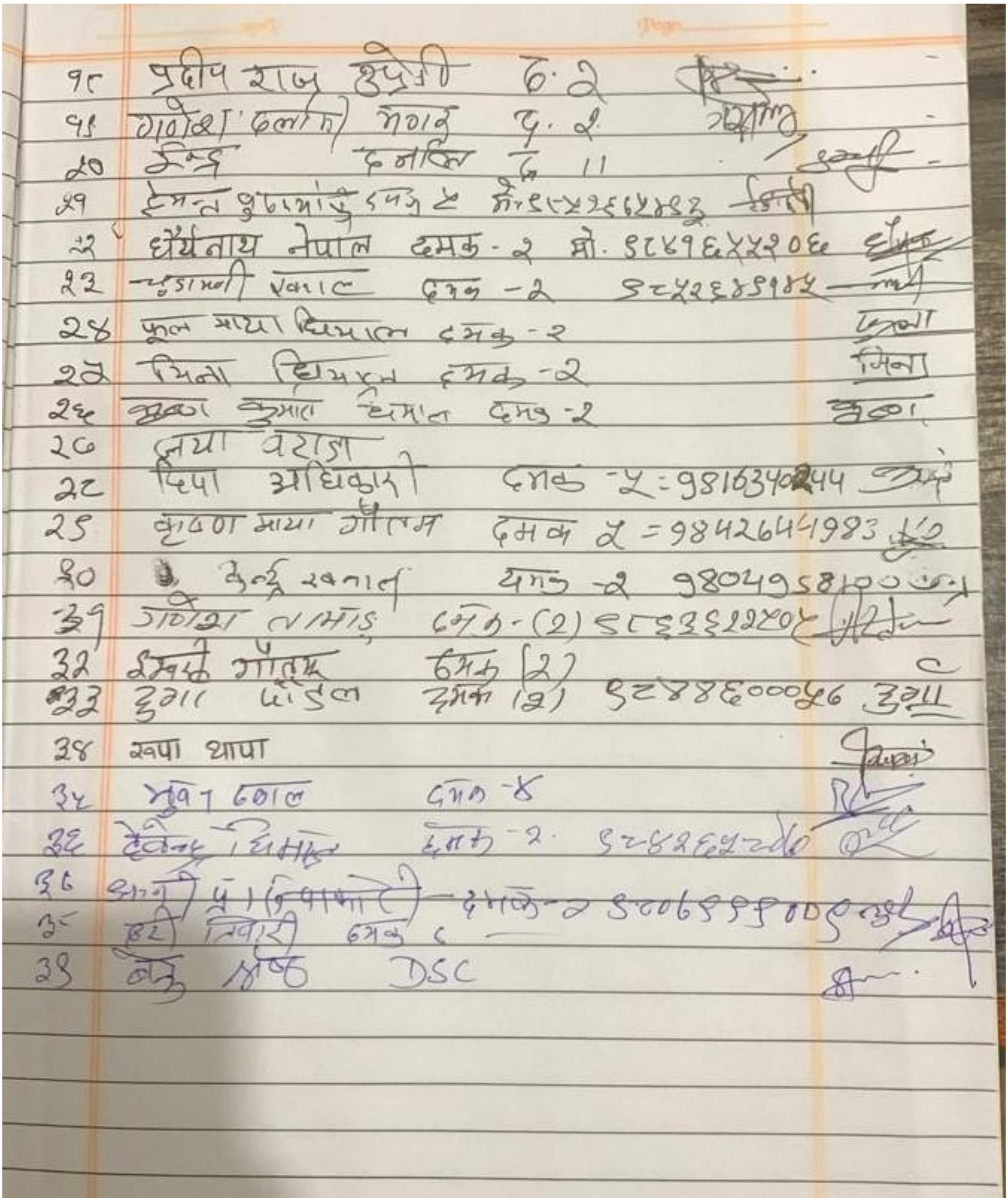
आयोजना सम्बन्धी पूर्ण जानकारी यस दमक नगरपालिका कार्यालय र आयोजनाको आधिकारीक website http://nugip.dudbc.gov.np मार्फत पनि जानकारी प्राप्त

Meeting minutes of Mass consultation

आज मिति २०७६ साल चैत्र १५ गते बुधवार का दिन विश्व बैंक को सहयोगमा निर्माण हुने मदने डाँगी सडक निर्माण को सन्दर्भमा दमक-२ स्थित सृजनशील टोल विकास संस्था मा दमक-२ का वडा अध्यक्ष श्री प्रजापति सापकोटा ज्यू को अध्यक्षता र नगर प्रमुख श्री राम कुमार थापा ज्यू को विशेष उपस्थिति मा तपशिल अनुसार को उपस्थितिमा बैठक बसी देहाय अनुसार को निर्णय गरियो।

उपस्थिति

1 श्री प्रजापति सापकोटा (वडा अध्यक्ष-दमक-२) -
2 श्री राम कुमार थापा -(नगर प्रमुख दमक नपा) -
3 श्री खड्ग राई - दमक नगर सभा सदस्य-दमक-२
4 श्री ललित बि घिमिरे - " " दमक-२
5 श्री चिन्ता प्रसाद दुवेदी दमक-२.
6 श्री अशोक घिमाल - दमक-२.
7 श्री कुमार बस्नेत - दमक-२.
8 श्री श्याम बराल - " २
11 श्री योगेन्द्र कोइराला " २
12 श्री मोहन कुमार पाण्डे " २
13 श्री लोकनाथ दुलाल " २
14 श्री नारायण राई " २
15 श्री मोहन ... घिमिरे " २
16 श्री ... कोइराला
17 श्री विष्णु के. ... दमक-२
18 श्री ...
२ साक्षी ...



१८ प्रदीप राज दुवेदी ६.२
१९ गणेश कल्पना नेपाल द.२
२० [illegible] दमक ६ ११
२१ हेमन्त बुढाथोकी दमक ५ मो. ९८४५४२६६२४६३
२२ धैर्यनाथ नेपाल दमक-२ मो. ९८४१६५५२०६
२३ चूडामणी खनाल दमक -२ ९८५२६६५१४५
२४ फूल माया खियाल दमक-२ फूल
२५ मिना खियाल दमक -२ मिना
२६ कुमा कुमारी खियाल दमक-२ कुमा
२७ जया बराल
२८ दिपा अधिकारी दमक -५ = 9816340244
२९ कञ्चन माया गौतम दमक ५ = 9842644983
३० देवेन्द्र खनाल दमक -२ 9804958100
३१ गणेश लामा दमक-(2) ९८६३६२२४०८
३२ [illegible] गौतम दमक (२)
३३ दुर्गा पौडेल दमक (२) ९८४४६०००५६ दुर्गा
३४ खपा थापा
३५ भुवन [illegible] दमक -४
३६ देवेन्द्र घिमिरे दमक -२ ९८४४६५२८० [illegible]
३७ आरती [illegible] दमक-२ ९८०६९९९००९
३८ हरि तिवारी दमक ६
३९ [illegible] DSC

आजमिति २०७६ साल चैत्र १६ गते बिहीवारका दिन
पूर्व सूचना अनुसार मदन होटेल तारावारी सडक निर्माण
सम्बन्धी छलफल कार्यक्रममा सभामा वडा नं. ४ का
अध्यक्ष श्री पूर्ण प्रसाद दाहाल ज्यूको अध्यक्षतामा
र प्रमुखश्री राम कुमार थापा ज्यूको विशेष उपस्थिति
मा तपसिल अनुसारको उपस्थितिमा बसेको बैठकले देहाय
अनुसारको निर्णय गरियो।

उपस्थिति

१ श्री पूर्ण प्रसाद दाहाल (४ नं वडा अध्यक्ष दमक)
२ श्री राम कुमार थापा (नगर प्रमुख-दमक नपा)
३ श्री नविन बाल (३ नं वडा अध्यक्ष दमक नपा)
४ श्री कृष्ण चन्द्र बस्नेत दमक ४ वडा सदस्य
५ श्री दुर्गा प्रसाद दहाल - ४ पू.व.अ.
६ विष्णुप्रसाद अधिकारी दमक ४ ९८४३२४११६६
७ कृष्ण भण्डारी दमक २
८ नन्दराम दाहाल दमक -४
९ चन्द्र प्रसाद गौतम दमक ४
१० मीना घिमिरे दमक - २
११ कौशल
१२ हरि खड्का बोहरा दमक २
१३ टेक बहादुर खड्का ॥-॥ २
१४ अर्जुन प्रसाद पौडेल दमक ४
१५ भरत खड्का दमक ४
१६ शिव कार्की दमक - ४
१७ निर्मल राउत दमक - ४
१८ कुमार कुठाथोकी ॥ २

१९ सन्तोष गौतम दमक-२

(२०) तोजेन्द्र [illegible] दमक २

२१ [illegible] घिमाल दमक २

२२) पूर्ण तिम्सु दमक - ४

२३ विनोद ढुङ्गाना दमक ४

२४ निरबहादुर कार्की दमक ४

२५ [illegible] दमक - ४

२६ धन बहादुर श्रेष्ठ दमक - ४

२७ दिल कुमार लिम्बु दमक - ४

२८ मन ब. घिमाल दमक ४

२९ [illegible] धमला दमक ४

३० सन्तोष [illegible] दमक - ४

३१ रमेश दोर्जी

३२ [illegible] दाहाल दमक - ४

३३ धीरेन्द्र घिमिरे दमक ४

३४ भुपाल [illegible] दमक ४

३५ संग्राम बुढाथोकी दमक ४

३६ संजन घिमिरे दमक ४

३७ पुर्ण राम [illegible] ''

३८ [illegible] ''

३९ [illegible] ब. घिमाल ''

४० धनमाया

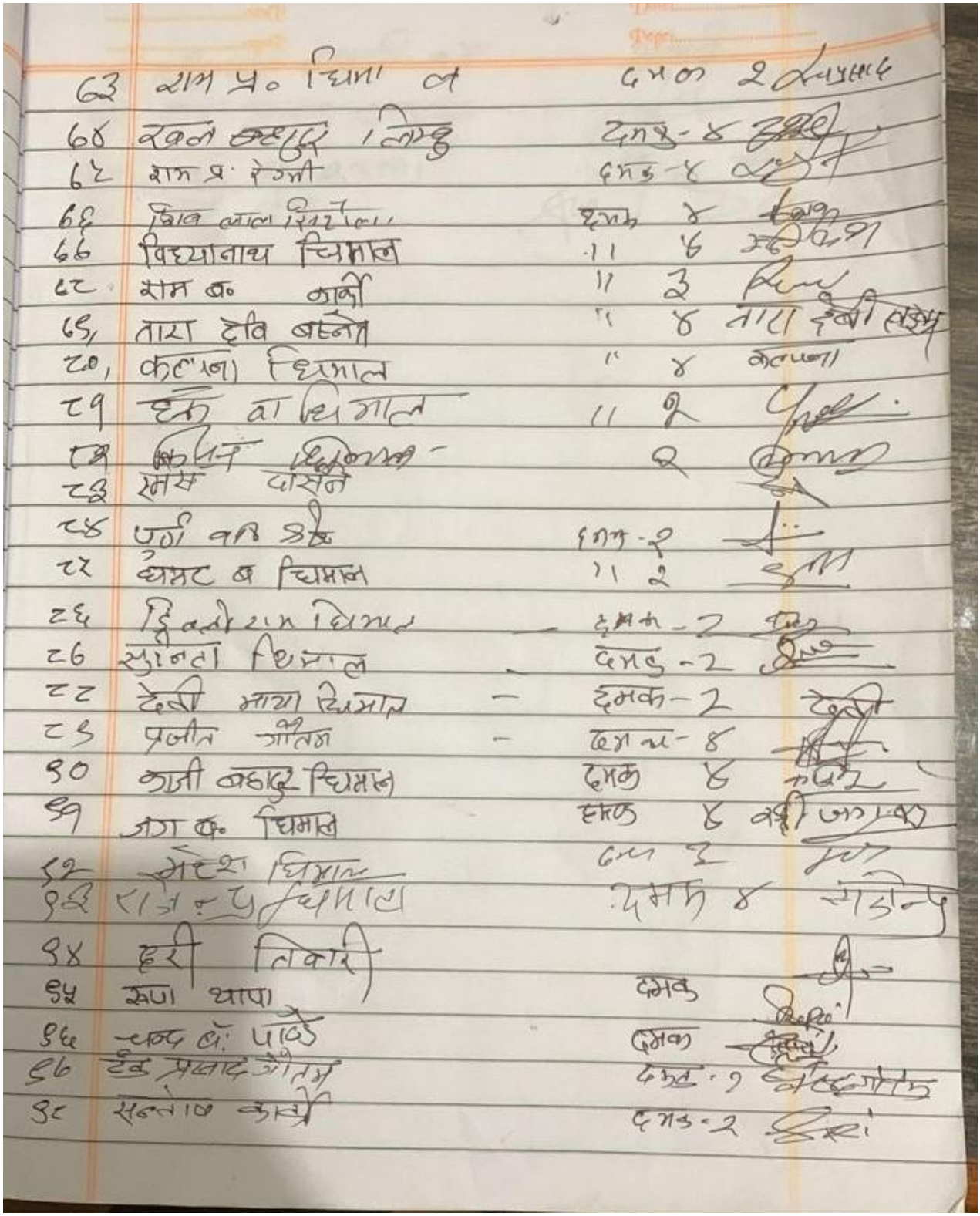
४१ गंगा घिमिरे

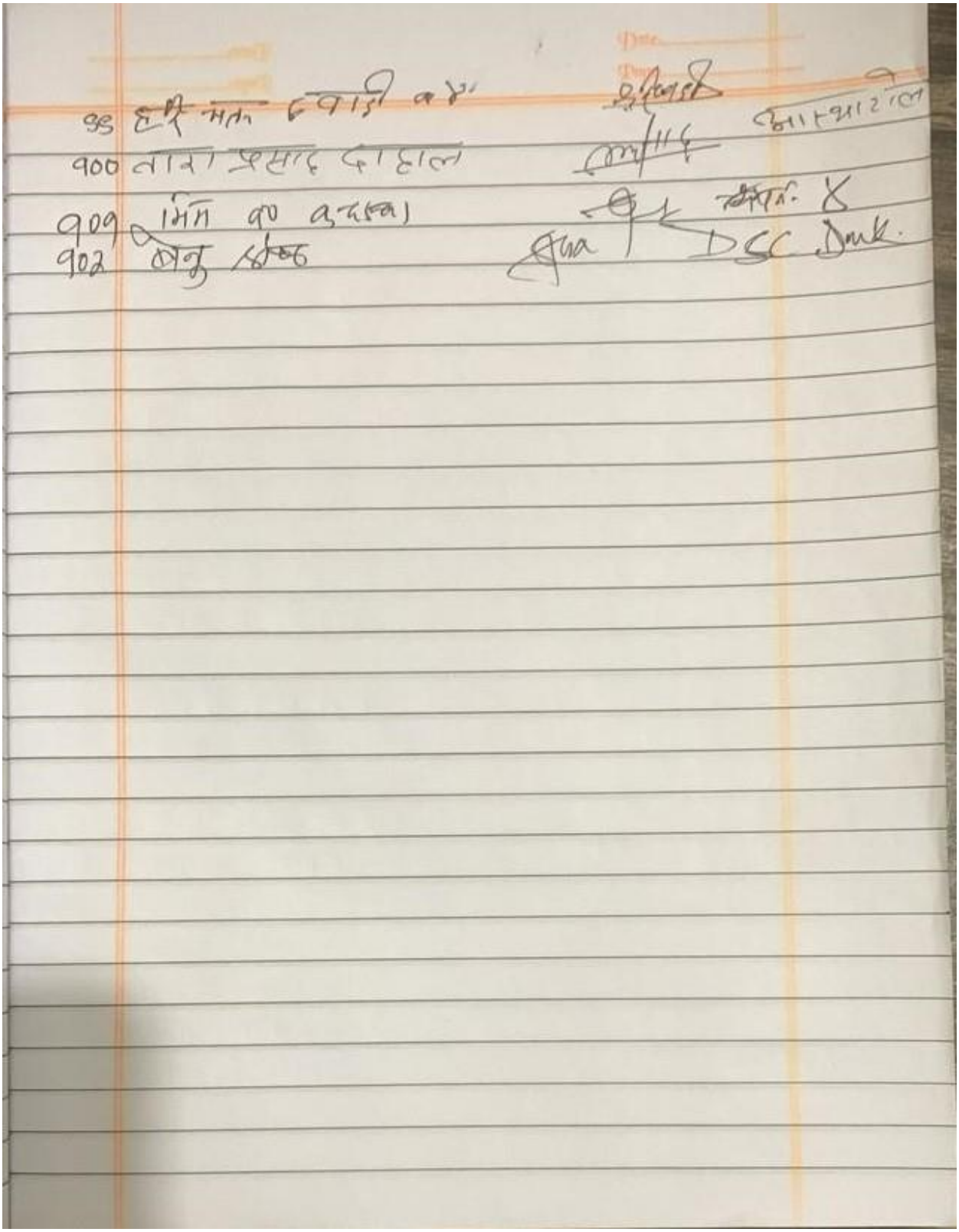
४२ विना तिम्सिना

४३ सुनिता गौतम

४४ सृजना आङदेम्बे (राई) दमक - ४

४६	चन्द्र देवि न्यौपाने	दमक ४	चन्द्रदेवि
४७	अभिमाया थापा	दमक ४	
४८	हिमाल मादेन	दमक ४	हिमाल
४९	मित्र लाल भट्टराई	" ३	
५०	डिक माया खड्का	" ४	डिकमाया
५१	कृष्ण बा खड्का	" ४	कृष्ण
५२	लोक नाथ ढकाल	" "	
५३	पुजन गौतम	"	
५४	सुमन ढकाल	दमक - ४	
५५	जुद्ध बिर सार्की	" ४	
५६	बिर्ख राज कार्की	दमक - ३	
५७	कमल हरि बहादुर खड्का	दमक ४	हरि
५८	मनोज नेवार	दमक २	
५९	टंक बहादुर पाण्डे	दमक - ४	
६०	पवी पराल	दमक - ३	
६१	विष्णुप्रसाद भट्टराई	दमक - ३	
६२	वीरेन्द्र ब० खड्का	दमक - ४	
६३	देवेन्द्र ब० बुढाथोकी	दमक - ४	
६४	सूर्य प्र: लिम्बु		
६५	मनिषा घिमाल	दमक - ३	
६६	दिल ब: घिमाल	दमक - ३	
६७	प्रेम ब० लिम्बु		
६८	कमल घिमाल	दमक ४	
६९	भोला नाथ गौतम	दमक ४	भोला
७०	तिलक बहादुर खड्का	दमक ४	
७१	राजु घिमाल	दमक ४	
७२	बिनाई भट्टराई	दमक ४	





Stakeholder consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

ESIA and ESMP of upgradation of Road at Ward no. 4 and 5, P21 Madandagi to TarabariDipu Via Sampada Chowk,Kharkhare, Sangam Chowk & Jamujhar, Damak Municipality, Jhapa

Date: 2078/03/23.........................Venue: Damak Dipu Chowk Jamujhar

Attendees

S.N	Name	Organization/Title	Contact No.	Signature
1)	Krishna Kumari Dhimal	Damak-5	9815338997	[signature]
2.)	Renuka Bhandari	"	9806075707	[signature]
3.)	Dil Kumari Dhimal	"	9842096087	[signature]
4.)	Sukhmaya Dhimal	"	9817081016	[signature]
5.)	Somlal Dhimal	"	9842638347	[signature]
6.)	Rohit Dhimal	"	-	[signature]
7.)	Binda Bhandari	"	9811037274	[signature]
8.)	Dipika Dhimal	"	9842790970	[signature]
9.)	Tanka Bahadur Bhandari	"	9815922808	[signature]
10.)	Kamal Dhimal	"		[signature]

Comments/Suggestion

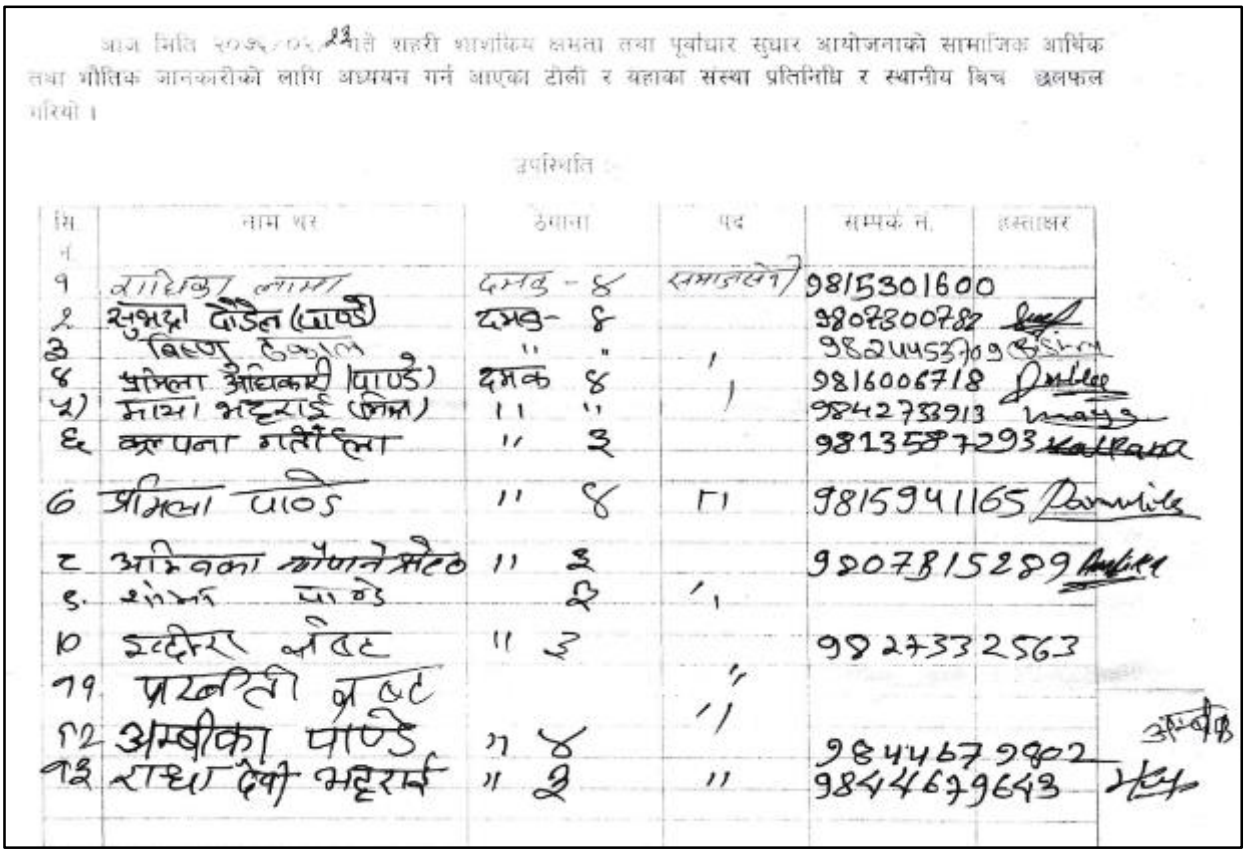
1) यो रोड स्तरोन्नति गर्दा चाँडो बनाउनु पर्ने र बनाउँदा उच्च गुणस्तरको बनाउनु पर्ने।

2) यो बाटोले राम्रो सुविधा प्रदान गर्ने खालको बाटो बनिदियोस्।

3) यो आयोजनाले world bank को standard अनुसारको राम्रो गुणस्तरको रोड बनाउनुपर्ने र प्रत्येक कुराकानीमा निष्पक्षता पारदर्शिता हुनु पर्ने।

[signatures]

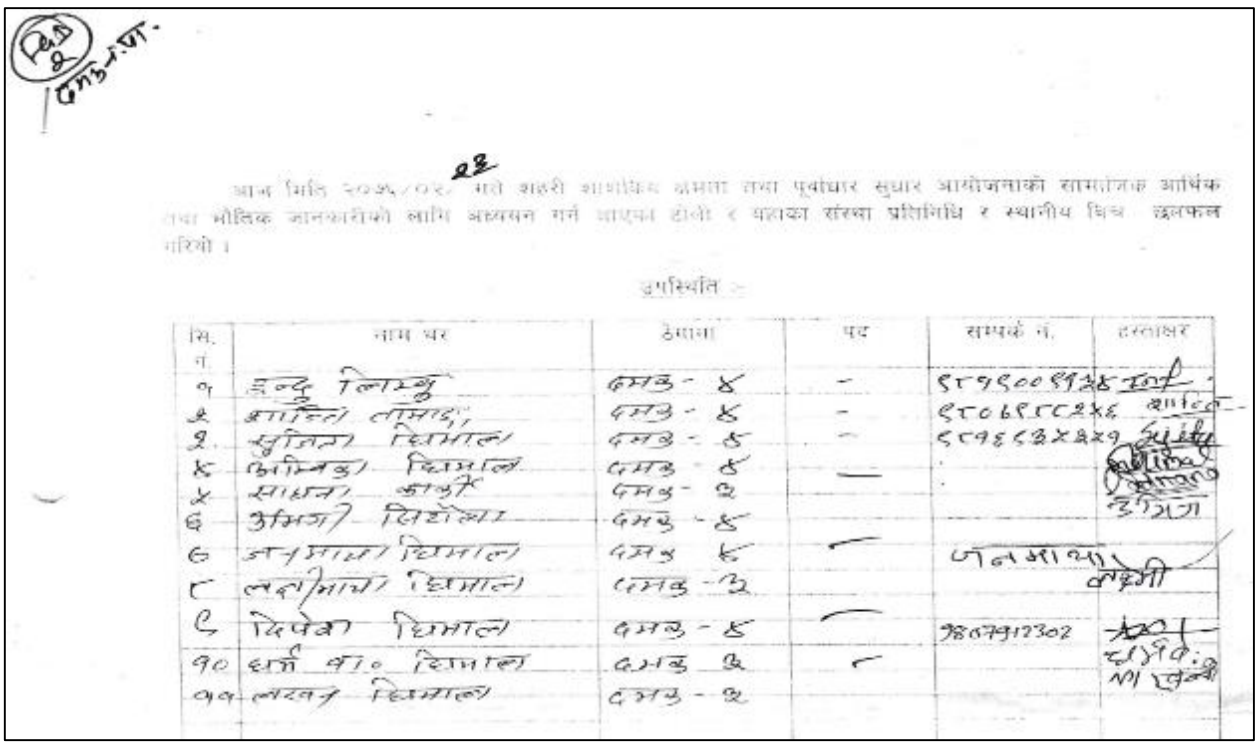
Focus Group Discussion Participation Lists (Mixed Group and Women's Group)



आज मिति २०७८/०८/२३ गते शहरी शासकीय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद	सम्पर्क नं.	हस्ताक्षर
१	राधिका लामा	दमक - ४	समाजसेवी	9815301600	
२	सुभद्रा दौडेल (पाण्डे)	दमक- ४		9808300782	
३	विष्णु [illegible]	" "		9824453709	
४	प्रेमला अधिकारी (पाण्डे)	दमक ४		9816006718	
५)	माया भट्टराई (लिम्बु)	" "		9842733913	
६	कल्पना गर्तौला	" ३		9813587293	
6	प्रमिला पाण्डे	" ४		9815941165	
८	अम्बिका [illegible]	" ३		9207815289	
९.	[illegible]	२			
१०	इन्दिरा लैहट	" ३		9827332563	
११	[illegible]				
१२	अम्बीका पाण्डे	" ४		9844679802	
१३	राधा देवी भट्टराई	" ३	"	9844679643	



आज मिति २०७८/०८/२३ गते शहरी शासकीय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद	सम्पर्क नं.	हस्ताक्षर
१	इन्दु लिम्बु	दमक - ४	-	९८७९००९१२४	
२	[illegible]	दमक - ४	-	९८०६९८८२४६	
३.	सुजिता [illegible]	दमक - ४	-	९८७९८३४४२९	
४	[illegible]	दमक - ४	—		
५	साधना [illegible]	दमक - २			
६	[illegible]	दमक - ४			
७	[illegible]	दमक ४	—		
८	[illegible]	दमक - २			
९	दिपेका [illegible]	दमक - ४	—	9807913302	
१०	[illegible]	दमक ३	—		
११	[illegible]	दमक - २			

आज मिति २०७६/०२/ गते शहरी शासकिय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र सहयोगी संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद	सम्पर्क नं.	हस्ताक्षर
१	लक्ष्मी प्रसाद बस्ती	दमक-२	उपभोक्ता	९८४२६६४८८३	[illegible]
२	ईन्द्र प्रसाद गौतम	दमक-२	[illegible]	९८४२३६२०४०	[illegible]
३	[illegible] रिजाल	" २	उपभोक्ता	—	[illegible]
४	राधिका भट्टराई	दमक-२	"	—	राधिका
५	पुष्पा भण्डारी	दमक-२	"		[illegible]
६	[illegible] थापा	८-२	"	९८४२६२९८४४	[illegible]
७	गोविन्द गौतम	दमक-२	"	९८४४३६४३६३	[illegible]
८	गोविन्द कुमार भण्डारी	दमक-२	"	९८१६६६६४२६	[illegible]
९	[illegible] भट्टराई	दमक-२	"	९८४४६४८९२३	[illegible]
१०	[illegible] काफ्ले	दमक २	"	९८४२९८४९४४	[illegible]
११	[illegible]	दमक-२	"	९८४२६२९२५१	[illegible]
१२	[illegible] तिम्सीना	दमक-२			[illegible]
१३	[illegible] गौतम	दमक-४	"		[illegible]
१४	[illegible] घिमिरे	दमक २	"		[illegible]
१५	[illegible] गौतम	दमक ४			[illegible]
१६	सन्तोष गौतम	दमक-२	"	9842692420	[illegible]
१७	[illegible] घिमिरे	दमक-२	"		[illegible]
१८	लक्ष्मी घिमिरे	"	"		[illegible]
१९	[illegible] घिमिरे	"	"		[illegible]
२०	हरि घिमिरे	"	"		[illegible]
२१	राम प्र० घिमिरे	"	"		[illegible]
२२	तिलक ब० खड्का	"	"	९८१६०६२८४९	[illegible]
२३	त्रिलोचन उप्रेती	"	"	९८०४०४०६६०	[illegible]
२४	कृष्ण पौडेल	"	"	९८४२३५९८३३	[illegible]
२५	मनोज नेपाल	"	"	9814914208	Manoj
२६	नारायण घिमिरे	दमक-२	"	९८४२३४३४४०	[illegible]
२७	आनन्द भण्डारी	दमक-२	"	9851162191	[illegible]
२८	नारायण प्र. खतिवडा	दमक २	"	.....	[illegible]
२९	गणेश न्यौपाने	दमक-४	"	9814951032	[illegible]
३०	दिल ब० थापा	दमक २	"		[illegible]
३१	गणेश गौतम	दमक २	"	9810511349	[illegible]
३२	विष्णु प्र. अधिकारी	दमक ४			[illegible]
३३	[illegible]	दमक-२	"	९८४२६९०३४५	[illegible]

आज मिति २०७६/०२/ गते शहरी शाशकिय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद/पेशा	सम्पर्क नं.	हस्ताक्षर
१.	निर्मला घिमिरे	दमक-२	शिक्षक	[illegible]	[illegible]
२.	रमिला गौतम	,, -२	अध्यापिका	[illegible]	[illegible]
३.	विष्णु कु. चोङ्वाङ	,, -२	कृषि	-	[illegible]
४.	हिमा घिमाल	,, -२	कृषि	९८१३०५६९८६	हिमा
५.	लक्ष्मी घिमाल	,, -२	,,	९८४५६६४५०	लाक्ष्मी
६.	उमा कुमारि मगरओवर	,, -२	,,	[illegible]	उमाकुमारी
७.	डिकमाया दहका	,, -४	,,	[illegible]	डिकमाया
८.	बिनादेवि लिम्बु	,, -२	,,	[illegible]	बिना
९.	प्रमिला लिम्बु	,, -४	,,	[illegible]	[illegible]
१०.	तारा देवी वस्नेत	,, -४	,,	[illegible]	तारा
११.	गंगा घिमिरे	,, ४		[illegible]	गंगा

आज मिति २०७६/०२/२४ गते शहरी शाशकिय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद	सम्पर्क नं.	हस्ताक्षर
१	इन्दु लिम्बु	दमक-३	—	—	Indu
२	सुचित्रा घिमाल	,, ,,	—		Suchitra
३	अम्बिका घिमाल				
४	लक्ष्मीमाया घिमाल	दमक-३	[illegible]	-	लक्ष्मी
५	उमिला दिहाल			[illegible]	उमिला
६.	शान्ति तामाङ	दमक-४		9807988256	शान्ति
७.	अम्बिका घिमाल	दमक-३	—		अम्बिका
८.	भगवती घिमाल		—		भगवती
९.	साधना कार्की	दमक-४		9812599158	Sadhana

२४

आज मिति २०७६/०२/ गते शहरी शाशकिय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद	सम्पर्क नं.	हस्ताक्षर
१	हेम चरण भट्टराई	दमक - २	उपभोक्ता	९८४२४२६५५९	[illegible]
२.	[illegible] बा० कार्की	दमक - ५	"	।	
३.	जगन्नाथ तिम्सीना	दमक - ५	"	—	
४	मेनुका चौहान		"		[illegible]
५	गंगा देवी तिम्सीना	दमक - ५	"	—	गंगा देवी
६	माया राई	दमक - ५.	"		[illegible]
७	निशा राई	दमक - ५	"	—	निशा राई
			"		

२४

आज मिति २०७६/०२/ गते शहरी शाशकिय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति :-

सि. नं.	नाम थर	ठेगाना	पद	सम्पर्क नं.	हस्ताक्षर
१	मेनुका चौहान	दमक - ५	उपभोक्ता	—	मेनुक
२	तिलरुपा भट्टराई	दमक २	"		तिलरुपा
३	गंगा देवी तिम्सीना	दमक - ५.		—	गंगा देवी
५	माया राई	दमक - ५.	"		[illegible]
६.	निशा राई		"		निशा राई
७	[illegible]	"		—	[illegible]
८	[illegible]				[illegible]

आज मिति २०७६/०३/४ गते शहरी शासकिय क्षमता तथा पूर्वाधार सुधार आयोजनाको सामाजिक आर्थिक तथा भौतिक जानकारीको लागि अध्ययन गर्न आएका टोली र यहाका संस्था प्रतिनिधि र स्थानीय बिच छलफल गरियो ।

उपस्थिति

सि. नं.	नाम थर	संस्था	पद	सम्पर्क नं.	हस्ताक्षर
१.	डा. [illegible] पौडेल	द.न.पा.-का.	[illegible]	9852670365	[illegible]
२.	[illegible] प्र. कोइराला	" "	[illegible]	98420[illegible]	[illegible]
३.	महेश [illegible]	" "	[illegible]	9842391021	[illegible]
४.	[illegible] कुमार [illegible]	"	[illegible]	[illegible]	[illegible]

Focus Group Discussion Participation Lists 2075-12-03 (17th March, 2019)

अजमार प.स.(क)

17 March 2019

आज मिति २०७५ साल चैत्र ३ गते आइतबारका दिन दमक न.पा. वडा नं. २, ३, ४, ५ वडामा पर्ने दमक लखारी डिपु सडक मर्मत उपभोक्ता समिति का अध्यक्ष श्री नारायण प्रसाद घिमिरे को अध्यक्षतामा बसेको उपभोक्ता समितिको बैठक निम्न उपस्थिति रही निम्न प्रस्तावहरु उपर छलफल गरी प्रस्तावहरु उपर छलफल गरी प्रस्तावहरु पारित गरियो ।

उपस्थिति

अध्यक्ष :- श्री नारायण प्रसाद घिमिरे

सचिव :- श्री पूर्ण थापा

कोषाध्यक्ष :- श्री टिकामाया लिम्बु

सदस्य :- श्री भानु भट्टराई

सदस्य :- श्री चुडामणि खनाल

सदस्य :- श्री कुसुमाया धिमाल

सदस्य :- श्री कल्पना राई

पारित प्रस्ताव : दमक २,३,४ र ५ नं. वडा अन्तर्गत पर्ने दमक लखारी डिपु सडक स्तरोन्नति गर्नका लागि दमक नगरपालिका र विश्व बैंकको परियोजना सँग सम्झौता भए अनुसार तपसिलमा उल्लेख भएका हाम्रो भोगचलनको सडकको दायाँ बायाँ ५० फिट बाटो हाम्रो भोगाधिकारमा रहेको भए तापनि हाल अवस्थामा २० फिट रहेको सडक नेपाल सरकारको नाममा अस्थायी गर्ने राजीखुसी मञ्जुरीनामा गरी नगरपालिका मा पठाउने निर्णय गरियो ।

टिका

क्र.सं.	नाम	ठेगाना	हस्ताक्षर
१	आनु भट्टराई	टिमक ४	आनु
२	कमला " पौड्याल	" – ४	कमला
३	माया भट्टराई	" ४	माया
४	निमा भट्टराई	" – ३	[illegible]
५	प्रमीला पाण्डे	" – ४	प्रमिला
६	[illegible] राज पाण्डे	" – ३	[illegible]
७	कुमार सिंह पाण्डे	" – ३	[illegible]
८	[illegible] ढकाल	" – ३	[illegible]
९	गणेश पाण्डे	" – ४	गणेश
१०	ब. प्र० बराल	" – ३	[illegible]
११	कृष्ण प्र० सुबेदी	" – ३	Krishna
१२	[illegible] प्र० सुबेदी	" ३	[illegible]
१३	Rohini Biswakarma	" ३	[illegible]
१४	लिम प्र० गार्तौला	" ३	[illegible]
१५	चिन्तामणी भट्टराई	" ३	चिन्तामणी
१६	Manju gartoula	" ३	Manju
१७	[illegible] श्रेष्ठ	" ३	SumitRa
१८	अस्मिता [illegible]	" ३	Asmita,
१९	दिल कुमारी थापा	" ३	दिल
२०	गंगा श्रेष्ठ	" ३	Ganga
२१	[illegible] श्रेष्ठ	" ३	[illegible]
२२	[illegible] पाण्डे	" ४	[illegible]
२३	[illegible] लामा	" ४	[illegible]
२४	नारायण धिमाल	" ३	नारा
२५	[illegible] धिमाल	" ४	[illegible]
२६	[illegible] धिमाल	" ४	[illegible]
२७	लक्ष्मी धिमाल	" ४	लक्ष्मी

जग्गा धनिको नाम थर	वडा/वाई नं०	हस्ताक्षर
१ कमल बी. धिमाल	४	
२ श्री प्रसाद धिमाल	३	श्री प्रसाद
३ मिरा धिमाल	३	मिरा
४ सविर धिमाल	३	
५ मन ब० धिमाल	४	
६ प्रेम धिमाल	६	
७ धर्म ब० "	३	धर्म ब. धिमाल
८ डिलिप ब० धिमाल	३	
९ जिवनाथ अधिकारी	३	
१० विद्यानाथ धिमाल	४	
११ संजित "	३	
१२ मनिका "	४	मनिका
१३ लोक ब० "	३	
१४ सीता "	४	सीता
१५ विष्णु लिम्बु	४	
१६ इन्द्र लिम्बु	४	
१७ राम कार्की	३	राम
१८ सरिता गौतम	३	
१९ भतावी प्र० गौतम	३	
२० रवल ब० लिम्बु	४	
२१ कमल प्र० पाहल	४	

जग्गाधनिको नामथर	वार्ड नं	हस्ताक्षर
४९ धन बा० कार्की	४	धन बा०
५० बिमला कुँडाथोकी	४	विमला
१ अन्जु थापा	४	Anju
२ कुमारी थापा	४	कुमारी
३ संगीता धिमाल	३	[illegible]
४ सुरजचन्द्र बस्नेत	०३	[illegible]
५ तारा दहाल	४	[illegible]
६ मधुराज भट्टराई	४	[illegible]
७ मीना गौतम	४	मिना
८ आस्मा गौतम	४	Aashma
९ गजेन्द्र धिमाल	२	[illegible]
१० डम्बर अधिकारी	४	[illegible]
११ धन माया गुरुङ	३	धनमाया
१२ दिल कुमारी धिमाल	३	दिलकुमारी धिमल
१३ संगीता धिमाल	३	संगिता
१४ कनकलाल धिमाल	३	[illegible]
१५ सन्तोष सगेला	४	[illegible]
१६ भीम प्र० ,,	४	Bhim
१७ दिवस ,,	४	Diwas
१८ चन्द्र बा० अधिकारी	४	Chandra

जग्गाधनिको नामथर	ठेगाना	हस्ताक्षर
रावत बिष्ट	वडा नं ३	[illegible]
गंगा पोख्रेल निरौला	३	गंगा
Uddhav Ghimire	३	Uddhav
उमेश कु. धिमाल	३	कुन्तला
शम्भु धिमाल	३	शम्भु
बिबि बा. ॥	३	बिबि
रुद्र ब. कुडाथोकी	४	रुद्र
मेनुका कुडाथोकी	४	मेनुका
गिता कुडाथोकी	४	गिता
रमा कार्की	४	रमा
जीत ब. कार्की	२	[illegible]
पवित्रा धिमाल	४	पवित्रा धिमाल
दिनेश कुमार नेपाल	२	[illegible]
मुना धिमाल	२	मुना धिमाल
उर्मिला लुइटेल	४	उर्मिला लुइटेल
डम्बर ब. कुडाथोकी	२	[illegible]
गणेश प्रसाद लुइटेल	२	गणेश लु.
लिला दहाल	४	लीला दहाल
कृष्ण भण्डारी	२	[illegible]

क्र.सं.	जग्गा धनिको नामथर	कमक वार्ड नं.	हस्ताक्षर
८८	धनिन्द्र घिमिरे	४	धनिन्द्र
८९	भोगेन्द्र भण्डारी	२	भोगेन्द्र भण्डारी
९०	उमाकान्त तिमल्सीना	२	[illegible]
९१	हरिध्वज घोलेने	२	हरि [illegible]
९२	तिलक खड्का	४	तिलक
९३	पुष्प ब. नेवार	२	पुष्प [illegible]
९४	मनोज नेवार	२	Manoj Newar
९५	हरि बहादुर भण्डारी	२	हरि भ.
९६	शिव माया वल्लेत	४	शिव
९७	गणेश न्यौपाने	४	[illegible]
९८	छविलाल घिमिरे	२	[illegible]
९९	नारायण प्रसाद घिमिरे	२	[illegible]
१००	विष्णु चोडवाड	२	[illegible]
१०१	लक्ष्मी धिमाल	२	लक्ष्मी
१०२	राम ब. धिमाल	२	[illegible]
१०३	हर्क ब. धिमाल	२	हर्क
१०४	देवी माया धिमाल	२	देवी
१०५	डम्बर ब. धिमाल	२	डम्बर
१०६	तिलक क. खड्का	४	[illegible]
१०७	तेजेन्द्र भण्डारी	२	तेज [illegible]

क्रमांक	जग्गा धनिको नाम थर	कमक वाई नं	हस्ताक्षर
१०८	एल प्रसाद गौतम	४	
१०९	भोला गौतम	४	भोला गौतम
११०	लुछिला गौतम	२	
१११	रेजु गौतम	२	
११२	धन बहादुर चोडवाङ	२	
११३	चन्द्र क गौतम	२	
११४	चन्द्र प्रसाद गौतम	४	चन्द्र प्रसाद गौतम
११५	सान्त माया लिम्बु	४	शान्त माया
११६	विष्णु प्रसाद अधिकारी	४	विष्णु प्र.
११७	दुर्गेस भट्टराई	४	
११८	नन्दराम ढकाल	४	
११९	तिलक धिमाल	२	
१२०	भिम प्रसाद पाण्डेल	४	भिम पाण्डेल
१२१	हर्क ब. वि क	२	
१२२	सनक धिमाल	२	
१२३	किशान धिमाल	२	
१२४	गोपाल काफ्ले	४	
१२५	तेज कुमार धिमाल	२	
१२६	लाल क पोके	२	

क्र.सं०	जग्गाधनीको नामथर	कमाउ वाली नं.	हस्ताक्षर
१२७	भरत धिमाल	४	[illegible]
१२८	दिल कुमार धिमाल	२	[illegible]
१२९	यलब धिमाल	४	[illegible]
१३०	देवेन्द्र धिमाल	२	[illegible]
१३१	अशोक धिमाल	२	[illegible]
१३२	तुलसी कु० धिमाल	२	[illegible]
१३३	अम्बर बहादुर धिमाल	२	[illegible]
१३४	फुलमाया धिमाल	२	फुलमाया
१३६	प्रेम बहादुर धिमाल	२	प्रेम०धिमाल
१३७	सालु धिमाल	२	सालु धिमाल
१३८	ठाकुर प्रसाद अधिकारी	५	ठाकु
१३९	अर्जुन खड्का	२	[illegible]
१४०	धनक धिमाल	२	[illegible]
१४१	मोनिका कार्तिकोटे	२	[illegible]
१४२	दुर्गा थापा	५	[illegible]
१४३	ज्ञाननाथ बराल	२	[illegible]
१४४	गणेश बि० तामाङ	२	[illegible]
१४५	मुक्ति नाथ अधिकारी	५	मुक्ति
१४६	हरि सिवाकोटी	५	[illegible]
१४७	ओम बं अधिकारी	२	[illegible]
१४८	उषा अधिकारी	२	[illegible]

क्र.सं.	जग्गाधनिको नामथर	हमको वार्ड नं.	हस्ताक्षर
१४९	लक्ष्मी भट्टराई	२	
१५०	माधव प्र. गौतम	५	
१५१	सुरेश बजगाँई	५	
१५२	ओमनाथ दहाल	५	ओम
१५३	श्याम कु. विष्ट	५	
१५४	सुरेश भट्टराई	५	
१५५	शिव कुमार श्रेष्ठ	४	शिव
१५६	हरिमाया लिम्बु	४	हरिमा
१५७	विकास भट्टराई	४	Bikas
१५८	मेनुका पोखरेल	४	
१५९	सृजना थपलिया	५	Srisana
१६०	लाल ब. धिमाल	२	
१६१	कमल पौडयाल	५	Pusta
१६२	जया बराल	५	जया
१६३	कृष्ण कोइराला	५	
१६४	देवी प्रसाद ढकाल	२	देवी
१६५	लक्ष्मी इजम	२	लक्ष्मी
१६६	रेजीना खड्का	४	
१६७	कल्पना बस्नेत	५	कल्पना

क्र.सं.	जग्गाधनीको नामथर	दमक वार्ड नं	हस्ताक्षर
१६८	केन्द्र खनाल	दमक २	[illegible]
१६९	चुडामणी खनाल	दमक २	[illegible]
१७०	बालिका देवी काफ्ले	दमक ५	बाला
१७१	नन कु० लिम्बु	दमक -५	[illegible]
१७२	बुद्धमाया श्रेष्ठ	" -२	[illegible]
१७३	लीला देवी सौर्गोला	" -५	NISHA
१७४	मिना देवी सौती	" -५	NISHA
१७५	सुवास सापकोटा	" -५	Subash
१७६	काशी सापकोटा	दमक -५	
१७७	जगन्नाथ तिम्सीना	दमक -५	[illegible]
१७८	विमला कार्की	दमक -५	बिमला
१७९	निसा राई	" ५	[illegible]
१८०	हेमबहादुर मइराई	दमक - २	[illegible]
१८१	संगीता चौहान	दमक -५	[illegible]
१८२	कृष्ण काफ्ले	दमक ५	[illegible]
१८३	गोकुल काफ्ले	दमक -५	[illegible]
१८४	विष्णु कु० राई	दमक -५	[illegible]
१८५	चन्द्र राई	दमक -५	मञ्जु राई
१८६	कुमार काफ्ले	दमक -५	निर्मला
१८७	जिवन कु० काफ्ले	दमक -५	जीवन

क्र०सं०	जग्गाधनिको नामथर	ठेगाना वडा नं०	हस्ताक्षर
१८८	अंजना ढकाल	५	अंजना
१८९	सानु वि.क.	स्नगर -२	सानु
१९०	कुमार बरनेत	" - २	[signature]
१९१	सुनिता फर्जी	" - २	Sunita
१९२	भिमा राई	" - ५	[signature]
१९३	गंगा व० चौहान	" २	गंगा
१९४	बाबु शाह	" - २	[signature]
१९५	सुमित्रा राई	" - ५	[signature]
१९६	राम कु० तामाङ	" - २	[signature]
१९७	उर्मीला अर्याल	" - २	[signature]
१९८	अन्जु कार्की	" - २	अन्जु
१९९	सुरेश मगर	स्नगर - ५	[signature]
२००	मोहन कु० तामाङ	स्नगर - २	[signature]
२०१	हरी ब० कोहेल	स्नगर - २	[signature]
२०२	धन ब० कोहेल	स्नगर - २	[signature]
२०३	गोपाल कोहेल	स्नगर २	[signature]
२०४	दिपेन्द्र ढुंगेल	स्नगर - ४	[signature]

CHAPTER 16: ANNEX H: LETTERS

"हरित नगर, समृद्ध दमक"

दमक नगरपालिका

दमक, झापा

१ नं. प्रदेश, नेपाल

प.सं. ०७५/०७६
च.नं. ४९४०

फोन नं. ०२३ ५८००४४, ०४७, ५०२
५८०१३७ ,५८१०५३
फ्याक्स ०२३५८०१४६,०२३ ५८०१४७
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श्री नापी शाखा
दमक, झापा ।

मिति :-२०७५/०९/०१

बिषय :- आवाश्यक सहयोग गरीदिने बारे ।

प्रस्तुत बिषयमा यस दमक नगरपालिका वार्ड न. २,५,३ र ४ हुदै जाने दमक तारावारी सडक (धन बा. श्रेष्ठ को घरवाट पश्चिम) यस न. पा. को मुख्य सडकहरू मध्येको सडक भएकोले न. पा. बाट यसको चौडाई ५० फिट कायम गरीएको छ र फिल्डमा समेत नाला देख्वी नाला सम्म ५० फिट चौडा प्रयोगमा आईसकेको छ । सो सडक विश्व बैंक को सहयोगमा निर्माण हुने परीयोजनामा छनौट भई निकट भबिश्यमै नाला सहितको पक्की बाटो बन्न गैरहेको छ साथै यसको बिस्तृत सर्भे डिजाईनको काम भैरहेको छ । सो ५० फिट चौडाई को बाटो नापी नक्सामै प्रस्ट देख्विनु पर्ने विश्व बैंक को नियम भएको हुदा साबिक को नक्सा लाई आधार मानेर दुबै तर्फ बराबर हुने गरी बाटोको चौडाई बडाएर ५० फिट पुर्याउनु पर्ने भएको ले नियम अनुसार सम्बन्धित जग्गाधनिहरूको जग्गा बाट बाटोको चौडाई बडाउँदा काटिन जाने जग्गा स्रेस्ता बाट कटाई नेपाल सरकार बाटोको नाममा जतिसक्दो छिटो स्रेस्ता कायम गरीदिनु भई न.पा.को बिकास निर्माण मा सहयोग पुर्याईदिनु हुन अनुरोध छ ।

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उपसचिव
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दमक–झापा
१ नं. प्रदेश, नेपाल

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पत्र संख्या: 10773

To,

Project Coordinator
Department of Urban Development and Building Construction (DUDBC)
Ministry of Urban Development (MoUD)
Babar Mahal, Kathmandu, Nepal

Respected Sir,

Subject: Finalization of long list of projects for DPR

Reference: SCW-3 in Damak

Adverting to the above subject, Municipal Council of Damak Municipality, chaired by Ram Nath Oli, formally approved the following project for preparation of Detailed Project report and for consideration for investment under UGIIP. The scope of the work broadly involves the upgradation of road, drainage along with necessary road components.

The list of projects finalized for Detailed Project Report are:

1. Upgradation of Madandangi- TarabariDipu chowk Road
2. Upgradation of Chiyabari toBeldangiroad
3. Upgradation of Himabi Chowk Goltar road

Thank you

Your Sincerely,

२०६९।०२।१९

Romnath Oli

(Mayer)

Damak Municipality

Romnath Oli
Mayor
Damak Municipality

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पत्र संख्या
चलानी नं. 9621

April 28, 2019

To UGIIP DUDBC
Babarmahal, Kathmandu.

Subject: - Approval of Topographical and Conditional Assessment

Dear Sir/madam,

It is to noty that, the conditional assessment and topographical survey data provided by the consultant has been approved by the Municipality.

We confirm, that we have read, understood and approved all the necessary data. We are will to help for further works if necessary, in the later stage.

Thank You

Yours Sincerely,

Rom Nath Oli
(Mayer)

Romnath Oli
Mayor
Damak Municipality

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पत्रसं०
चलानं० 5430

Date- 17/09/2075

To,

Director General,
Department of Urban Development & Building Construction (DUDBC),
Ministry of Urban Development (MoUD),
Babar Mahal, Kathmandu, Nepal

Respected Sir,

Subject: Approval letter for consideration of "**(Damak Tarabari Dipu Sadak ,Via Madandagi, Kharkhare, Sangam Chowk, Jamujhar and Tarabari Dipu)**"project for Investment under Nepal Urban Governance and Infrastructure Program (NUGIP)

Reference: Stakeholder Consultative Workshop-2 (SCW-2), conducted on Sharwan 22, 2075 in Damak Municipalitymeetinghall (Minutes attached as Annexure-I).

Adverting to the above subject and vide cited reference, the Municipal Council of DamakMunicipality, chaired by Mayor KhadgaPhagu, formally approves the "**(Damak Tarabari Dipu Sadak ,Via Madandagi, Kharkhare, Sangam Chowk, Jamujhar and Tarabari Dipu)**" project for preparation of Detailed Project Report and for consideration for investment under NUGIP. The scope of work broadly involvesupgradation of existing road to intermittent lane road, including rehabilitation of culverts, street furniture and construction of storm water drains. The project will greatly benefit1250 persons with 395 households directly aligned to the project road alignment

The key features of the proposed project (as per the recommended option in the feasibility assessment shared with municipality) are –

1. Road Length – 4.86 Km
2. Starting point – Madandangi (House of Dhan Bd. Shrestha) at Bhanu chowk to Madhumalla Road[569642.57m E, 2950408.83mN]
3. Ending point –Tarabari Dipu at Tarabari to madhumalla road[564894.91m E,2950847.21m N]
4. Alignment – The project road passes through Krishnachowk, Sampada Chowk,Kharkhare, adiyamal chowk,Sangam Chowk and Jamujhar
5. ROW – ROW of 15 m has been approved by the municipality on 16/09/2075 as per the letter attached in Annexure .

सुरेन्द्र भट्टराई
शाखा अधिकृत

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पत्र सं०
च.नं०

6. Land Ownership – The land under defined ROW of 15 m majorly lies under municipal ownership. For any ownership transfer of land parcels (as identified during DPR stage) to municipality, the World Bank's applicable policies to the project shall be followed.

We agree to provide any other information should this be required by your office. We confirm that the above proposed project (or its components) is not being considered under any other source of funding/ implementation modality.

Thanking you,

Yours sincerely,

07510317

सुरेन्द्र भट्टराई
शाखा अधिकृत

List of Annexures:

1. Decision of Municipal Board about ROW of related roads.

Copy :

1. Secretary, MoUD, Nepal
2. DDG, DUDBC, Nepal
3. PD, PCO, DUDBC, Nepal
4. Commissioner,Damak Municipality
5. Chief Engineer, Damak Municipality

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प.सं.: २०७८/७९/योजना

च.नं. ४४५२

मिति: २०७८/१२/०३

विषय: जानकारी सम्बन्धमा ।

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना,
आयोजना समन्वय कार्यालय, बबरमहल, काठमाण्डौ ।

प्रस्तुत विषयमा यस नगरपालिका र शहरी विकास तथा भवन निर्माण विभागबीच भएको सम्झौता बमोजिम विश्व बैंकको सहयोगमा यस नगरपालिका अन्तर्गत सञ्चालन हुने मदनडाँगी-ताराबारी-दिपु सडक आयोजना सञ्चालन स्थलमा सडकको क्षेत्राधिकार पूर्ण रुपमा खाली रहेको र उक्त सडकको क्षेत्राधिकारभित्र हालसम्म कुनै विवाद नरहेको व्यहोरा अनुरोध गरिन्छ । उक्त सडक निर्माण कार्यमा निरन्तर सहजीकरण तथा समन्वय गर्ने दायित्व नगरपालिकाको रहेको व्यहोरा समेत जानकारीका लागि अनुरोध गरिन्छ ।

.....

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प्रमुख प्रशासकीय अधिकृत

"हरित नगर, समृद्ध दमक"

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प.सं.: २०७८/७९/योजना

च.नं. ४३४३

मितिः २०७८/१२/०३

विषयः विवरण पठाइएको बारे ।

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना,
आयोजना समन्वय कार्यालय, बबरमहल, काठमाण्डौ ।

प्रस्तुत विषयमा तहाँ आयोजना कार्यालयको च.नं. २८४ मिति २०७८/११/२६ गतेको पत्र प्राप्त भई व्यहोरा अवगत भयो । सो मदनडाँगी तारावारी दिपु सडक आयोजनाको अवस्था तपशिलको बुँदा अनुसार रहेको व्यहोरा जानकारीका लागि अनुरोध छ ।

तपशिल

१) उक्त सडक आयोजनामा खानेपानी लाइन रहेको ।
२) आयोजना ०+००० देखि २+५०० सम्म चालु अवस्थामा रहेको, बाँकी सडक खण्डमा हाल पाइप बिछ्याउने काम हुँदै गरेको ।
३) ०+००० बाट २+५०० सम्म दमक खानेपानी उपभोक्ता समितिबाट र बाँकी खण्डमा बेलडाँगी खानेपानी तथा सरसफाई उपभोक्ता समितिबाट सञ्चालनमा रहेको ।
४) सडकको पुरै खण्ड खानेपानी लाइन रहने ।
५) ०+००० बाट २+५०० सम्म दक्षिण तर्फ 180mm र उत्तरतर्फ 110mm र 73mm रहेको, बाँकी खण्डमा दक्षिण तर्फ 110mm र उत्तर खण्डमा 63mm को पाइप रहेको ।

गणेशप्रसाद तिमिसिना
प्रमुख प्रशासकीय अधिकृत

CHAPTER 17: ANNEX I: GRIEVANCE REDRESS MECHANISM

पुनश्चः

यस नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) द्वारा स्तरोन्नति कार्य हुन गइरहेको **मदनडाँगी - ताराबारी - डिपु सडक** को निर्माण सम्बन्धमा स्थानीयवासीलाई अवगत नै छ। आयोजना सम्बन्धमा यस नगरपालिकाले विभिन्न समयमा विविध संचार माध्यमहरु मार्फत स्थानीय जनसमुदायलाई जानकारी एवम् सुचनाहरु उपलव्ध गराउँदै आइरहेको छ।

आयोजना कार्यान्वयनका क्रममा कुनै पनि स्वरुपमा जग्गा प्राप्त वा पूनर्वास गर्नु परेको अवस्थामा प्रभावित व्यक्तिहरुमा थप प्रतिकूल प्रभाव पर्न नदिने र उनीहरुको जीवनस्तर, आय आर्जन क्षमता एवम् उत्पादन स्तरमा सुधार ल्याउने वा कम्तीमा पनि आयोजना पूर्वकै अवस्थामा रहने गरी आयोजना कार्य संचालन गर्ने साथै सीमान्तकृत तथा संकटापन्न समूहको जीवनस्तर सुधारमा विशेष ध्यान दिइने र स्थानीय समुदायको सामाजिक, आर्थिक एवम् संस्थागत रुपमा दिगो बनाउन विशेष ध्यान पुऱ्याउने उद्देश्य अनुसार आयोजनाले "वातावरणीय तथा सामाजिक व्यवस्थापन रुपरेखा (Environmental and Social Management Framework - ESMF)" तयार पारिएको छ । उक्त ESMF अन्तरर्गत आयोजना कार्यान्वयनका क्रममा जग्गा प्राप्ती र पूनर्वासबाट पर्न सक्ने प्रभाबको सम्बोधनका लागि विस्तृत पुनर्वास योजना तर्जुमा कार्यलाई मार्गदर्शन प्रदान गर्न राष्ट्रिय ऐन/नियमका साथै विश्व बैकको सुरक्षण नीति निर्देशिका अनुकूल हुने गरि पुनर्वास नीति संरचना (RPF) तयार पारिएको छ।

साथै यस आयोजना कार्यन्वयनमा आएका समस्या/गुनासोहरु सोको समाधान गर्ने उद्देश्यले मिति २०७९/०८/२८ मा दमक नगरपालिका वडा नं. ३ का वडाध्यक्ष श्री नविन बरालज्यूको संयोजकत्वमा तपसीलका ८ सदस्यीय प्रथम तहको गुनासो सुनवाई समिति गठन भएको स्थानीय सरोकारवालाहरुलाई यसै सुचना मार्फत पुनः जानकारी गराईन्छ।

स्थानिय सरोकारहरुलाई आयोजना सम्बन्धी कुनै किसिमका समस्या/गुनासोहरु भए निर्धक्कता साथ यस दमक नगरपालिकाद्वारा गठित देहाय बमोजिमका गुनासो सुनवाई समिति संयोजक वा सदस्यहरु वा नगरपालिकाका नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) सम्पर्क व्यक्ति समक्ष वा सम्बन्धित वडा कार्यालय मार्फत लिखित वा मौखिक जानकारी गर्न गराउन सकिने विषयमा पुनः सुसुचित गरिन्छ।

श्री नविन बराल, वडा नं ३ का वडा अध्यक्ष - संयोजक (9852683674)
श्री प्रजापति सापकोटा, वडा नं २ का वडा अध्यक्ष - सदस्य (9852675150)
श्री पुण्य प्रसाद दाहाल, वडा नं ४ का वडा अध्यक्ष - सदस्य (9842764718)
श्री इन्द्र बहादुर गुरुङ, वडा नं ५ का वडा अध्यक्ष - सदस्य (9852630333)
श्री केशव प्रसाद प्रसाई, सामाजिक विकास अधिकृत - सदस्य (9841505965)
श्री निर्माण व्यवसायी - सदस्य
श्री फोकल पर्सन इन्जिनियर अनन्त प्रसाद सेनेहाङ - सदस्य सचिव (9852670740)

आयोजना सम्बन्धी पूर्ण जानकारी यस दमक नगरपालिका कार्यालय र आयोजनाको आधिकारीक website http://nugip.dudbc.gov.np मार्फत पनि जानकारी प्राप्त गर्न सकिनेछ।

CHAPTER 18: ANNEX J: PHOTOGRAPHS OF FIELD ENGAGEMENT

Team meeting Before going to the field

Strip map and alignment in Google map

Mayor of the Damak Municipality Mr. Rom Nath Oli joining the meeting with the consultant team

FGD with the local women and member of the road user's committee, between Ward 2 and 4

Local transport seen in the field , motorbike, cycles and city ride (three wheelers)

Shop within ROW however not within the corridor of impact

FGD at RoW

Temporary structures of a private school lies in the ROW

and its new building under construction nearby areas

Some large vehicles seen in the road during visit to Damak Municipality

Madandangi Chowk

Tarabari Dipu Chowk

	
Damak Air Sampling Photes (High Volume Sampler)	Damak Air sampling (Grab Sampling)
	
Water Sampling	FGD conducted at Damak municipality with local community, field survey, 2019
	
FGD conducted with local women's group at Sangamchowk, Damak municipality	FGD conducted with local community at Damak municipality, field survey, 2019

Mass Consultation pictures

Mass consultation meetings with PAHs and local community of ward no 2, 3, 4 and 5 on 30 March 2023

Mass consultation meetings with PAHs and local community of ward no 2, 3, 4 and 5 on 29 March 2023

CHAPTER 19: APPENDEX K: CODE OF CONDUCT SAMPLE

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना
कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार सहिता

ब्याक्तिगत आचार सहिता

म, ...यो आचार सहिता पालना गर्नु मेरो दाहित्व हो भनी स्वीकार गर्दछु ।म कुनै पनि यौनजन्य तथा महिला हिसा जस्ता कार्यमा सँलग्न हुने छैन । परियोजना को काम को शिलसिलामा यो आचार सहिता पालना गर्न सहमत छु ।

१. म जातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनितीक वा सामाजिक हैसियत, भौगोलिकता,

२. पहुच, वैवाहिक स्थीती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रुपमा व्यवहार गर्नेछु ।

३. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द, दृष्य सामाग्री वा कार्यलय समय अघिपछी वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्ब्याहार गर्ने छैन ।

४. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने ,ब्यात्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/कामदार लाई यौन दुर्ब्याहार गर्ने छैन । कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै पदोन्नती लोभ देखाएर,जागीर नदिने धम्की दिएर शोषण गरेर आदि) यौन दुर्ब्याहार पक्षमा सलग्न हुने छैन

५. कार्य समयावधि भित्र कुनैपनि मदिराजन्य तथा लागुपदार्थको सेवन गर्ने छैन ।

६. परियोजका सरोकारवाला वा वरपरका समुदायका सदस्यहरुलाई कुनैपनि म लैङ्गिक हिसा तथा यौनजन्य दुर्ब्याहार गर्ने छैन ।

७. कुनै पनि कर्मचारी/श्रमिक विरुद्व हिँसा गरिएको दोषी ठहरिएमा प्रचलित सघिय, प्रादेशिक, स्थानीय सरकार वर्ड बैक को कानुन , निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्न तयार हुनेछु । कार्य गर्ने शिलशिलामा सम्मानजनक निर्देशनहरुको पालना गर्दछु (वातावरणीयं +सामाजिक)

८. मेरो जिम्मेवारी कुशलता र लगनशीलता पुर्वक पुरा गर्नेछु ।

९. सम्बधित कार्यलय /कम्पनीले सन्चालन गरेको विभीन्न प्रशिक्षण कार्यक्रममा सक्रिय रुपमा भाग लिनेछु ।

१०. परियोजनाका प्रत्यक्ष लाभदायक सदस्य/समुदायमा यौन दुर्ब्याहार/शोषण गर्ने छैन ।

११. विश्वासनीयता नैतिक उर्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्व बदला लिने छैन ।

१२. कार्य स्थलमा लैङ्गिक सम्बेदनशिल भाषाको प्रयोग गर्दछु। कार्यस्थलमा महिला हिसा तथा यौनजन्य कियाकलाप लाई प्रोत्साहन गर्नै खालका गतिविधी गर्न दिने छैन ।

१५. कार्यस्थलमा महिला तथा यौन हिसा गतिविधीहरुलाई प्रोत्साहन गर्ने छैन ।

१६. १८ बर्षभन्दा मुनिका बालिकाहरुमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट/स्वीकृती लिई वा नलिई यौनजन्य कियाकलापमा सहभागी हुनेछैन, यदि नाबालिका स्वीकृती लिई यौनजन्य कियाकलापमा गरेमा क्षमा हुदैन ।

१७. परियोजना कार्यन्वयन को बेलामा यौनजन्य दुर्ब्याहार /यौन शोषण भएमा वा आचार सहिता उर्लघन गरेमा वडा/ नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरुन्त निबेदन/जानकारी दिनेछु ।

१८. कार्यस्थलमा कसैले यौनजन्य दुर्ब्याहार सम्बन्धी शख्कापद ब्याबहार गरेमा वा शख्कापद कार्य गरेमा तुरुन्त टोली प्रमुख /प्रबन्धकलाई जानकारी/निबेदन दिनेछु ।

माथि उल्लेखित आचार सहिता राम्ररी पढे र बुझेको छु र कार्यस्थलमा कडाईका साथ पालना गर्दछु भनी हस्ताक्षर गर्दछु।

व्यवस्थापक/टोली प्रमुख *कर्मचारी/कामदार*