

Environmental and Social Impact Assessment (ESIA)

Credit No. IDA-6778-NP

Nepal Urban Governance and Infrastructure Project (NUGIP)

Upgradation of Jute Bikash Chowk (Mahendra Highway) - Taltalaiya Road Project

Itahari Sub-Metropolitan City,
Sunsari District, Koshi Province

December 2023
The World Bank

ACRONYM

BoQ	: Bill of Quantity
CBOs	: Community Based Organizations
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
CoC	: Code of Conduct
DIZ	: Direct Impact Zone
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DTMP	: District Transport Master Plan
DTO	: District Transport Office
DUDBC	: Department of Urban Development & Building Construction
EA	: Environmental Assessment
EHS	: Environment, Health and Safety
EPR	: Environmental Protection Rule
ESIA	: Environmental and Social Impact Assessment
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
FR	: Feasibility Report
HIV AIDS	: Human Immunodeficiency Virus Infection and Acquired Immune Deficiency Syndrome
IDA	: International Development Association
IIZ	: Indirect Impact Zone
ILO	: International Labor Organization
IP	: Indigenous People
IPF	: Investment Project Financing
ISR	: Implementation Status Review
KII	: Key Informant Interview
NGO	: Non-Governmental Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OHS	: Occupational Health & Safety
OP	: Operational Policy
OP/BP	: Operational Policy/Bank Policy
PAP	: Project Affected Person
PCO	: Project Coordination Office
PCU	: Passenger Car Unit
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
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
ULG	: Urban Local Governments
WASH	: Water, Sanitation and Hygiene

TABLE OF CONTENTS

ACRONYM	I
TABLE OF CONTENTS	III
EXECUTIVE SUMMARY	VII
1. INTRODUCTION.....	- 1 -
1.1. Project Background.....	- 1 -
1.2. Project Area Description	- 1 -
1.3. Overview of project Town Area	- 2 -
1.4. Road Network and Transportation	- 3 -
1.5. Need for the project.....	- 3 -
1.6. Key Project Objective and its Components	- 4 -
1.7. ESIA Methodology	- 4 -
1.7.1 Baseline study	- 5 -
1.7.2 Stakeholder Analysis	- 6 -
1.7.3 Gender assessment and GBV status analysis.....	- 6 -
1.7.4 Assessment of potential environmental and social impacts.....	- 6 -
1.7.5 Environmental and social screening	- 6 -
1.7.6 World Bank Safeguard Policies.....	- 6 -
1.7.7 Revision and modification of ESMP	- 7 -
2. ENVIRONMENTAL AND SOCIO-ECONOMIC BASELINE.....	- 8 -
2.1 Physical Environment	- 8 -
2.1.1 Topography & Geology	- 8 -
2.1.2 Climate - 8 -	
2.1.3 Water Bodies.....	- 8 -
2.1.4 Land use pattern.....	- 9 -
2.1.5 Ambient Air Quality, Noise level, and Water Quality.....	- 10 -
2.1.6 Sanitation and Waste Management.....	- 11 -
2.2 Biological Environment	- 11 -
2.2.1 Flora and Fauna	- 11 -
2.2.2 Ethnobotany	- 11 -
2.3 Socio-economic and Cultural Environment.....	- 12 -
2.3.1 Socio-economic overview.....	- 12 -
2.3.2 Details of settlements within the project area	- 12 -
2.3.3 Existing Structures along the road alignment	- 14 -
2.3.4 Existing Road Condition and Road Side Drains	- 14 -
2.3.5 Culverts along the road alignment	- 15 -
2.3.6 Population and Demography.....	- 17 -
2.3.7 Ethnicity- 18 -	
2.3.8 Religion - 18 -	
2.3.9 Education & Literacy	- 18 -
2.3.10 Occupation	- 19 -
2.3.11 Food sufficiency.....	- 19 -
2.3.12 Agriculture	- 20 -
2.3.13 Migration.....	- 20 -
2.3.14 Gender Based Violence Current Prevalence Status	- 20 -
2.3.15 Financial Institution	- 20 -
2.3.16 Other socio-cultural and socio-economic aspects	- 20 -
2.4 Socio Economic Information of Households along Road Alignment.....	- 21 -
3. LEGAL AND REGULATORY REQUIREMENTS	- 22 -

3.1	Key applicable national environmental and social laws and regulations.....	22 -
3.2	List of National Policies, Rules, Laws, Regulations, Relevant to the Project (if construction activities triggers then it applies)	22 -
3.3	Review of Relevant Acts and Policies	23 -
3.3.1	Environment Protection Act 2019, and Environment Protection Rule 2020	23 -
3.3.2	Child Labor Act (CLA) 2001	23 -
3.3.3	Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1969- ..	23 -
3.3.4	Local Government Operation Act 2017	23 -
3.3.5	Public Road Act, 1974 and amendment 2010	23 -
3.3.6	Land Acquisition, Resettlement and Rehabilitation Policy for Infrastructure Development Project 2014 ..	24 -
3.4	Environmental Standards of GoN	25 -
3.5	Relevant sectoral policies and guidelines prepared by DoR	25 -
3.6	List of International Conventions, Relevant to the Project	25 -
3.7	The World Bank Safeguard Policies	26 -
4.	ENVIRONMENTAL & SOCIAL SCREENING, SCOPING, IMPACT IDENTIFICATION, PREDICTION AND MANAGEMENT	27 -
4.1	Environmental and Social Screening Checklist	27 -
4.2	Impact Summary	31 -
4.3	Impacts as per the National EIA Guidelines Numerical Scale	32 -
4.3.1	Adverse Impacts - Physical Environment (Pre-Construction and Construction Phases).....	32 -
4.3.2	Adverse Impacts - Physical Environment (Operation & Maintenance Phase)	34 -
4.3.3	Adverse Impacts - Biological environment (Pre/Construction Phases)	35 -
4.3.4	Adverse Impacts - Biological environment (Operation & Maintenance Phase)	35 -
4.3.5	Adverse Impacts - Socio-economic and Cultural (Pre-Construction & Construction phases) ..	35 -
4.3.6	Adverse Impacts - Socio-economic and cultural (Operation & Maintenance Phase)	37 -
4.3.7	Beneficial Impacts	37 -
4.3.8	Summary of Impact Evaluation	39 -
4.4	Mitigation Measures	40 -
4.4.1	Mitigation Measures for Adverse Impacts - Physical Environment (Pre-Construction and Construction Phases).....	40 -
4.4.2	Mitigation Measures for Adverse Impacts - Physical Environment (Operation & Maintenance Phase) ..	43 -
4.4.3	Mitigation Measures for Adverse Impacts - Biological environment (Pre-Construction & Construction Phases).....	43 -
4.4.4	Mitigation Measures for Adverse Impacts - Socio-economic and Cultural (Pre-Construction & Construction phases).....	43 -
4.4.5	Mitigation Measures for Adverse Impacts - Socio-economic and cultural (Operation & Maintenance Phase) ..	45 -
5.	SEXUAL EXPLOITATION AND ASSAULTS (SEA)/SEXUAL HARASSMENT PREVENTION & RESPONSE ACTION PLAN	47 -
5.1	SEA/SH - National Scenario	47 -
5.2	The Purpose of SEA/SH Risk Mitigation Action Plan	47 -
5.3	SEA/SH Risk Mitigation Action Plan Principal and Approach	47 -
5.4	Additional SEA/SH Risks in relation to Labor Influx	48 -
5.5	Mitigating against SEA/SH risks	48 -
5.6	SEA/SH, GBV Risk Mitigation Action Plan	49 -
6.	ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)	54 -

6.1	Background	- 54 -
6.2	Implementation of Environmental and Social Management Plans	- 54 -
6.3	Costs of Executing the Environmental and Social Management Plan (ESMP)	- 64 -
6.4	Monitoring Cost.....	- 64 -
7.	STAKEHOLDER ENGAGEMENT AND CONSULTATIONS	- 65 -
7.1	Stakeholder engagement overview	- 65 -
7.2	Stakeholder Engagement Procedures and process	- 65 -
7.3	Stakeholder Mapping.....	- 65 -
7.4	Mechanism for Consultation.....	- 71 -
7.5	Public/Community Consultation Plan.....	- 71 -
7.6	Consultations Conducted	- 73 -
7.7	Information Disclosure	- 74 -
7.8	Grievance Redress	- 75 -
7.8.1	Current Grievance Redress Processes	- 75 -
7.8.2	Proposed Grievance Redress Mechanism.....	Error! Bookmark not defined.
7.8.3	Structure of the GRM	- 75 -
7.8.4	Processes of the GRM	- 75 -
7.8.5	Further details of the GRM.....	- 76 -
7.8.6	Other Mechanisms for Grievance Redress	- 77 -

LIST OF TABLES

Table 1-1: Details of Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road Upgradation Project	2 -
Table 1-2: Road Infrastructure.....	3 -
Table 2-1: Weather data of the municipality	8 -
Table 2-2: Noise levels along the road alignment (dBA)	10 -
Table 2-3: Details of settlements within the project area.....	12 -
Table 2-6: Existing structures along the road alignment	Error! Bookmark not defined.
Table 2-4: Existing side drain structure along the proposed road project.....	Error! Bookmark not defined.
Table 2-5: Inventory and Condition Survey for Culverts	16 -
Table 2-7: Total number of HHs and average HHs size of within the project area	17 -
Table 2-8: Ward level male and female population of the project area	17 -
Table 2-9: Age wise population distribution in Ward Level of the Project area.....	17 -
Table 2-10: Age wise Male (M) & Female (F) Population Distribution in Ward Level.....	17 -
Table 2-11: Caste/Ethnicity wise population distribution in Ward Level of the Project area	18 -
Table 2-12: Religion-wise ward level population distribution	18 -
Table 2-13: Education Level in Ward Level of the Project area.....	19 -
Table 2-14: Ward-wise Occupation data of the Project area	19 -
Table 2-15: Food Sufficiency from their own regular income in Ward Level.....	20 -
Table 3-1: World Bank Safeguard Policies relevant to Project	26 -
Table 4-1: Checklist for Environment Screening	27 -
Table 4-2: Checklist for Social Screening	29 -
Table 4-3: Overall Impact Summary	31 -
Table 4-4: Impact Quantification.....	32 -
Table 4.5: Tentative quantity of quarry materials and borrow pit materials	32 -
Table 4-6: Impact Evaluation Summary	39 -
Table 5-1: SEA/SH, GBV Risk Mitigation Action Plan.....	49 -
Table 6-1: Environmental and Social Impact Mitigation Plan.....	55 -
Table 6-2: Cost of ESMP Implementation.....	64 -
Table 7-1: Stakeholder roles and responsibilities	66 -
Table 7-2: Lists of People and Institutions Consulted	66 -
Table 7-3: Project Consultation Plan	71 -
Table 7-4: List of Public Consultations and their Summary.....	73 -
Table 7-5: Information Dissemination Plan.....	74 -

LIST OF FIGURES

Figure 1.1: Index Map of the Project.....	3 -
Figure 1.2: ESIA Process for all sub-projects.....	5 -
Figure 2.1: Landuse map of the project municipality	9 -
Figure 2.2: Settlements and facilities along Jute Bikash (Mahendra Highway) - Taltalaiya Road Alignment.....	13 -
Figure 4.1: Proposed secondary source of quarry materials at Gachhiya	33 -
Figure 4.2: Proposed secondary source of quarry materials at Chisang	33 -
Figure 4.4: Proposed Campsite, Stockpile site & Proposed Spoil Disposal site - WN 4.....	42 -
Figure 7.1: Grievance Redress Process.....	76 -

EXECUTIVE SUMMARY

Introduction

This environmental and social impact assessment report covers the road upgradation project connecting Jute Bikash chowk (Mahendra Highway) to Taltalaiya of Itahari Sub-Metropolitan City, Sunsari district. The road passes through Wards 3 and 4 of Itahari Sub-Metropolitan City. The project is intended to improve quality of life and livelihood of the local people along the settlements along and near the road alignment. The subproject is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality. The total length is 5.385 km. The geographical location of the starting point is 26°39'40.26"N, 87°16'52.74"E and that of the end point is 26°41'56.44"N, 87°17'59.92"E. The road alignment passes through settlements and agricultural land area.

RoW of the proposed road is declared as 15.23 m (50 feet) from starting point of Jute Bikash chowk up to Chainage 1+516 km, and RoW is 18.28 m (60 feet) for the remaining length of the road project which includes 7 m of carriage width throughout the road alignment and 4 new drain crossings, 1 rehabilitation to drain crossing and 5 irrigation crossings included in the design.

Baseline Information

The project area lies in the Terai plain. Altitude of the project area varies from 90 m to 177 m from sea level. In the proposed road alignment and road width, there is no landslide prone area. The main rivers of the project municipality are Budhi khola and Tengra khola. The municipality has warm temperate to tropical climatic conditions. The project area has an average annual temperature of 24.26°C with annual minimum temperature of 5.8°C and maximum temperature of 37.6°C. The summers here have a good portion of rainfall compared to the winter season. The average annual rainfall is 1796 mm.

The project alignment has water supply network. There is around 9.35 km of water supply HDPE pipelines of diameter ranging from 63 mm to 250 mm in diameter, considering both side along the proposed alignment. There are also 237 electric poles along the road. The air quality index of Itahari shows that the AQI is 110, with PM_{2.5} level of 39.2 µg/m³ and (Source: <https://www.iqair.com/nepal/eastern-region/itahari>, 17th August 2023). However, the project area is relatively less urbanized, hence air quality is better. The primary source of ambient air pollution is due to dust from vehicles plying on earthen roads. The range of average noise levels in the project area was observed to be between 65 dBA and 69 dBA. There is no forest within project impact area and it is not a major habitat for terrestrial fauna and avifauna. Two chautaris with bar-peepal trees, some fodder trees and few fruit trees are within the proposed road width of the road alignment. There are 45 trees that need to be felled, including 26 private trees along the road width.

As per the municipal profile of 2079 BS, the total population of the municipality is 157,457 and the household number is 35,864. The average family size of the district is 4.39, which is lower than that of the national average (4.88). The project area is inhabited by 45.23% Brahmin/Kshatri (Hill), 36% Aadibasi/Janajati (Hill), 8.34% Aadibasi/Janajati (Terai), 5.30% Dalit (Hill), 3.72% Brahmin/Kshatri (Terai), Dalit (Terai) 0.39%, Muslim 0.06%, and others. The project area is inhabited by people of religions like Hindu, Buddhist, Kirat, Islam, Christian and others. Aadibasi and janajati, of hill and terai origin, are the indigenous people of the project area. Service and business make up to 20.06% of the occupation, while 4.52% are involved in agriculture, 8.57% are wage-based workers, and 9.42% are involved in foreign employment.

Shree Saraswati Secondary School, two chautaris with Bar-Peepal trees and Taltalaiya park are along the proposed road alignment. Based on the consultation meetings and numeration from google earth maps, there are 2,570 households and population of 11,230 within 200 to 500 m both sides from the edges of the proposed road alignment.

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 Road Width (15.23 m from start up to Ch. 1+516 km and 18.28 m for the remaining road section) of the road alignment. Similarly, the project's influence area falls within 200 to 500 meters from both edges of the road. Environmental and Social Screening 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;

Physical Impacts

- *Land use change*
- *Quarry materials*
- *Stockpiling and construction campsite*
- *Ambient air pollution, Noise nuisance and Water pollution*
- *Solid waste & spoil generation*
- *Road stability & management*

Biological Impacts

- *Vegetation loss, 45 trees required to be felled (26 private, and 19 under ownership of municipality)*

Socio-economic and Cultural Impacts

- *Change in land use*
- *Damage to public and private utilities*
This includes 237 electric poles, and 9.35 km of water supply pipeline network
- *Difficulty in access & mobility to private properties and premises*
- *Community Health & Safety*
- *Occupational Health and Safety*
- *Social disturbances/risk of GBV/AIDS*
- *Social Disturbance/Risk of SEA/SH, Human trafficking, GBV, HIV AIDS*
- *Child labour, forced labour and wage discrimination*
- *Traffic management issues, etc*

The mitigation measures corresponding to the impacts have been suggested in the report. Some of the mitigation measures are;

Measures for Physical Impacts

- *Use of construction materials only from the legally operating crusher industries*
- *Suitable selection of site for stockpiling*

- *Vehicles and equipment meeting GoN emission standard to be used*
- *Regular maintenance of vehicles and equipment*
- *Follow 3R approach of waste management*
- *Waste segregation at source, prohibition of waste burning*
- *Prohibition of spoil disposal into rivers, water bodies and public places*
- *Awareness activities to reduce the incidences of disposal of waste into road-side drains*

Measures for Biological Impacts

- *Compensatory plantation @ 1:10 for each tree cut, and Greenery Promotion*
- *Prohibition of fishing by workforce, & no disposal of any waste or waste water into water bodies*

Measures for Socio-economic & Cultural Impacts

- *Itahari Sub-Metropolitan City office will accomplish the process of transfer of deeds of the land parcels that are within road width of the road alignment*
- *Water supply pipelines, and electrical poles to be reinstated without delay*
- *Metal/wooden planks, and earthen ramps will be provisioned to ease access to shops, courtyards and public passages; Traffic Management Plan will be prepared*
- *Sign boards/messages in local languages, safety barricades will be provided*
- *Provision of PPEs and first aid kits*
- *Provision of safe, clean and hygienic workplace and adequate WASH facilities at campsite*
- *The project will restrict child labor*
- *Public awareness raising events (safety, environmental conservation)*
- *Employment opportunity & priority for the locals*
- *Code of Conduct to be implied for the workforce*
- *Construction works to consider elderly, women, child & differently able people (EWCD) requirements*
- *Awareness on GBV, SEA/SH, communicable diseases/CoVID, and human trafficking*

Resettlement Action Plan

The impact on private structures along the proposed road up-gradation project have been avoided to the possible extent. Since RoW of the road was already declared on 2072/06/01 BS (September, 2015), and the required Road Width is already in public use, there are no issues of land acquisition. The Resettlement Action Plan (RAP) aims to provide policy and procedures of land acquisition, compensation and resettlement of affected persons if design changes. However, RAP is not required for this project.

Sexual Exploitation & 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.

Environmental and Social Management Plan

Environmental and Social Management Plan (ESMP) has been proposed including potential impacts and required mitigation measures. A total cost of NPR 3,740,000 has been allocated for mitigation and management of the environmental and social impacts of the project activities. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. The project also includes a Grievance Redress Mechanism (GRM) for timely update and resolution of stakeholders' concerns and grievances.

Grievance Redress Committee (GRC)

A Grievance Redress Committee is established in the project level to allow 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). The committee can be provided with grievances through any of the mediums like written, verbal, telephone, letter, etc. and the committee will process it following the procedures of ESMF document of the project, and if not solvable, it will be forwarded to their higher level of GRM.

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 will be provided through a Design and Supervision Consultancy (DSC) which includes environmental and social safeguards specialists.

कार्यकारी शाराम्श

यस वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदनले सुनसरी जिल्ला, इटहरी उप-महानगरपालिकाको जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया जोड्ने सडक खण्डको स्तरोन्नतीको कामलाई समेट्ने छ, । यस आयोजनाले सुनसरी जिल्ला, इटहरी उप-महानगरपालिका, वडा नं. ३ र ४ भएर जान्छ । यस आयोजनाको उद्देश्य बाटोको वरिपरिका बस्तीका स्थानीयहरूको जीवनस्तर र जीविकोपार्जनमा सुधार ल्याउने रहेको छ । यस उपआयोजनाले उप-महानगरपालिकाको शहरी विकास योजना, पूर्वाधार विकास तथा संस्थागत विकास एवं उप-महानगरपालिकाको क्षमताको अभिवृद्धिमा योगदान पुऱ्याउने अपेक्षा गरिएको छ । यस जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैयासम्म सडकको कूल लम्बाई ५.३८५ कि.मि. रहेको छ । यस उपआयोजनाको भौगोलिक स्थितिमा शुरुवात बिन्दु २६°३९'४०.२६" उत्तर, ८७°१६'५२.७४" पूर्व र अन्तिम बिन्दु २६°४१'५६.४४" उत्तर, ८७°१७'५९.९२" सम्म पर्दछ । प्रस्तावित सडक खण्ड बस्ति र कृषि भूमि भएर जान्छ ।

प्रस्तावितको सडकको क्षेत्राधिकार (Right of Way) वडा नं. ३ मा १५.२३ मि. र वडा नं. ४ मा १८.३ मिटर रहेको छ, जसमा ७ मीटर Carriage Way रहने, सडकको किनारामा नाली र ४ वटा नयाँ नाली कसिड, १ नाली कसिडको पुनःस्थापना र ५ वटा सिंचाईको कसिड रहनेछन् ।

विद्यमान अवस्था:

यस उपआयोजना क्षेत्र समुद्री सतहबाट ९० मी. देखि १७७ मी. को उचाई समथर भूमिमा रहेको छ । प्रस्तावित सडक रहेको स्थान वा सडक क्षेत्राधिकार भूस्खलन भैरहने क्षेत्र भित्र पर्दैन । उपआयोजना क्षेत्रका प्रमुख खोलाहरूमध्ये बुढी खोला, टेडग्रा खोला रहेका छन् । यस उप-महानगरपालिकामा न्यानो समशितोष्ण देखि उष्ण जलवायु रहेको पाइन्छ । यस सडक उपआयोजना क्षेत्रमा वार्षिक औषत तापक्रम २४.२६° सेल्सियस रहेको छ, वार्षिक न्यूनतम तापक्रम ५.८° सेल्सियस र अधिकतम तापक्रम ३७.६° सेल्सियस रहेको छ । यस क्षेत्रमा जाडो मौसमको तुलनामा गर्मी मौसममा राम्रो वर्षा हुन्छ । यहाँ वार्षिक औषत वर्षा १७९६ मिलिमिटर हुने गरेको उल्लेख छ ।

सडक किनारामा विद्युत, खानेपानीका प्रसारण लाइन रहेका छन् । प्रस्तावित सडक खण्डमा झण्डै ९.३५ कि.मि. खानेपानीको एचडिपी ६३ एम.एम. देखि २५० एम.एम. डायमिटरको) पाइपहरू पुनःस्थापित गर्नु पर्ने हुन्छ । प्रस्तावित सडक किनारामा २३७ विद्युतका पोलहरू रहेका छन् । आयोजना स्थलमा हावाको गुणस्तर मापन गर्न इटहरीको AQI Index आधार लिइएको छ । सो क्षेत्रको AQI Index ११० रहेको छ र पिएम् २.५ (२.५ मा.मी भन्दा कम आकारका धूलोका कण) ३९.२ मि.ग्रा. प्रति घनमिटर रहेको छ (Source: <https://www.iqair.com/nepal/eastern-region/itahari>, 17th August 2023). । त्यसै गरी औसत ध्वनीको स्तर ६५ dBA देखि ६९ dBA हाराहारी रहेको छ । आयोजना क्षेत्रमा कुनै वन वा जैविक विधितताका कारण संवेदाशील स्थानहरू रहेको छैन । बाटोको क्षेत्राधिकार भित्र दुई वटा वरिपरिको चौतारी, केही रुखहरू र केही फलफुलका रुखहरू पनि रहेका छन् । सडकको चौडाईमा रहेको २६ वटा नीजि रुख सहित ४५ वटा रुखहरू काट्नु पर्ने हुन्छ ।

इटहरी उप-महानगरपालिकाले वि.सं २०७९ मा तयार पारेको प्रोफाइलमा उल्लेख भए अनुसार यस उप-महानगरपालिकाको कूल जनसंख्या १५७,४५७ र घर परिवार ३५,८६४ रहेको छ । औसत परिवार संख्या ४.३९ रहेको छ जुन राष्ट्रिय औसत (४.८८) भन्दा कम हो । यस उपआयोजना क्षेत्रमा ४५.२३% ब्राम्हण/क्षेत्री (पहाड), ३६% आदिवासी/जनजाति (पहाड), ८.३४% आदिवासी/जनजाति (तराई), ५.३०% दलित (पहाड), ३.७२% ब्राम्हण/क्षेत्री (तराई), ०.३९% दलित (तराई), ०.०६% मुस्लिम, अन्य (पहाड) ०.३४% र अन्य (तराई) ०.६२% आदिको बसोबास रहेको र हिन्दु, बौद्ध, किरात, इस्लाम, क्रिश्चियन, र अन्य धार्मिक समुदायको बसोबास रहेको छ । पहाड र तराई मूलका आदिवासी/जनजाति यस आयोजना क्षेत्रका आदिवासी/जनजाति हुन् । यस उपआयोजनाको बाटोको क्षेत्राधिकार भित्र कुनै विद्यालय, मन्दिर अस्पताल लगायत अन्य सार्वजनिक भौतिक संरचनाहरू रहेका छैनन् । यस आयोजना क्षेत्रमा सेवा र व्यवसायमा २०.०६%, रहेका छन् भने ८.५७%, ज्यालमा आधारित कामदार, ४.५२% कृषि पेशामा र वैदेशिक रोजगारीमा ९.४२% सम्लग्न रहेका छन् ।

प्रस्तावित सडक किनार क्षेत्र नजिक सरस्वती माध्यमिक विद्यालय, वडा नं. ३ को वडा कार्यालय, २ वटा चौतारो र तालतलैया पार्क रहेको छ । सार्वजनिक छलफल र गोगल म्याप अनुसार प्रस्तावित सडकको प्रभाव क्षेत्र भित्र (सडकको दायाँ बायाँ किनारा २०० मिटर देखि ५०० मिटरसम्मको दूरी भित्र) २,५७० घरधुरी र ११,२३० जनसंख्या रहेको छ ।

ऐन तथा नीति, नियमको आवश्यकता:

नेपाल सरकारले विभिन्न समयमा जारी गरेका विषयगत तथा बहुविषयगत निर्देशिका तथा मापदण्डहरू आयोजना तयार गर्न तथा कार्यान्वयन चरणहरूमा वातावरणीय एवं सामाजिक सुरक्षण आयामहरू मूल प्रवाहीकरण गर्न यथेष्ट छन् । यस प्रतिवेदनले सम्बन्धित नेपाल सरकारका योजना, नीति, ऐन, नियम, निर्देशिका एवम् मापदण्डहरू समेटेको छ । त्यसैगरी यस प्रतिवेदनले विश्व बैङ्कको वातावरणीय तथा सामाजिक मापदण्डहरू पनि समेटेको छ ।

स्कीनिङ्ग, क्षेत्र निर्धारण, प्रभाव पहिचान, पुर्वानुमान तथा व्यवस्थापन:

आयोजनाको प्रत्यक्ष प्रभावित क्षेत्र यस उपआयोजनाको सडकको चौडाई १५.२३ मिटर शुरु बिन्दु देखि चेनेज १+५१६ र बाँक सडक खण्डको १८.३ मिटर मानिएको छ । त्यसैगरी आयोजनाको प्रभाव क्षेत्र सडकको किनारको दुवै तर्फ २०० देखि ५०० मिटरसम्मको क्षेत्रलाई लिइएको छ । प्रभावहरूको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ । स्थान विशेषको प्रभावहरू वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कनमा समावेश गरिएका छन् । केही प्रभावहरू निम्नानुसार छन् ।

भौतिक प्रभावहरू:

- भूमि उपयोगमा परिवर्तन
- उत्खनन् सामग्री
- भण्डारण र निर्माण शिविर स्थल
- ध्वनी, वायु र जल प्रदुषण
- फोहरमैला तथा ढुङ्गा-माटो व्यवस्थापन

- सडकको स्थाइत्व र व्यवस्थापन

जैविक प्रभावहरु:

- बोटविरुवाको क्षती: ४५ वटा रुख काट्नु पर्ने देखिन्छ (२६ वटा नीजि र १९ वटा उप-महानगरपालिकाको स्वामित्व अर्न्तगतको) ।

सामाजिक-आर्थिक तथा सांस्कृतिक प्रभावहरु:

- भूमि उपयोगमा परिवर्तन
- सार्वजनिक तथा नीजि संरचनाहरुमा क्षती (जम्मा २३७ वटा बिजुलीको खम्बा, ९.३५ कि.मि. खानेपानीको पाइप लाइन तथा)
- घर-आँगन, पसल तथा नीजि सम्पतिमा पहुँच र गतिशिलतामा कठिनाइ
- सामुदायिक स्वास्थ्य र सुरक्षा
- व्यवसायजन्य स्वास्थ्य र सुरक्षा
- सामाजिक सद्भावमा अवरोध, गुनासो व्यवस्थापन
- यौन जन्य हिंसा (यौन दुराचार, मानव बेचबिखन, HIV AIDS and CoVID)
- बाल श्रम, जबरजस्ती काममा लगाउने तथा ज्यालामा असमानता जस्ता समस्या
- ट्राफिक व्यवस्थापन

यी असरहरु न्यूनीकरणका लागि विभिन्न उपायहरु यस प्रतिवेदनको वातावरण तथा सामाजिक व्यवस्थापन योजना (ESMP) मा उल्लेख गरिएका छन् । ती मध्ये केही प्रमुख उपायहरु निम्नानुसार रहेका छन् :

भौतिक प्रभावहरु न्यूनीकरण गर्ने केही उपायहरु:

- स्वीकृत गिट्टी वालुवा प्लान्टबाट मात्रै गिट्टी वालुवा प्रयोग गर्ने
- निर्माण सामग्री भण्डारण स्थल व्यवस्थापन
- नेपाल सरकारले तोकेको मापदण्ड अनुकुल सवारी साधन तथा यन्त्रहरु प्रयोग गर्ने
- सवारी साधन तथा यन्त्रहरु को नियमित मर्मत संभार गर्ने
- फोहोर व्यवस्थापनमा 3R अवधारण अवलम्बन गर्ने
- श्रोतमा नै कुहिने र नकुहिने फोहोर वर्गीकरण, तथा प्लाष्टिक जन्य फोहोर जलाउनमा प्रतिवन्ध
- सार्वजनिक स्थल तथा खोलामा निर्माणजन्य फोहोर फाल्न प्रतिवन्ध

जैविक वातवारणमा पर्ने प्रभावहरु न्यूनीकरण गर्ने केही उपायहरु:

- प्रति रुख काटे वापत १० वटा रुख रोप्ने, तथा हरियाली प्रवर्धन गर्ने
- कामदारहले खोलामा माछा मार्न प्रतिवन्ध तथा खोलामा निर्माणजन्य फोहोर फाल्न प्रतिवन्ध

सामाजिक-आर्थिक तथा सांस्कृतिक प्रभावहरु न्यूनीकरणका उपायहरु :

- सडकको क्षेत्राधिकारमा भित्र रहेका जग्गाहरुको कित्ताकाट र स्वमित्व हस्तान्तरणको प्रक्रिया इटहरी उप-महानगरपालिकाले पुरा गर्नेछ ।
- खानेपानी पाइप लाईन तथा बिजुलीका पोलहरु पुनःस्थापना तथा व्यवस्थापन गर्ने

- घर-आँगन, पसल तथा नीजि क्षेत्रमा आवागमनमा सहजताका लागि आवश्यक स्थानहरुमा काठको वा फलामको फड्के वा earthen ramp को व्यवस्था गरिदिने, साथै ट्राफिक व्यवस्थापन योजना तयार गरिनेछ
- नेपाली भाषामा Sign board तथा सूचनाहरु राख्ने, तथा सुरक्षाका लागि barricade राखिनेछ
- कामदारहरुलाई सुरक्षाका उपकरणहरु तथा प्राथमिक उपचार सामग्री उपलब्ध गराइनेछ
- कामदारहरुलाई सुरक्षित तथा सफा आवासगृहको व्यवस्था, तथा उपयुक्त WASH सुविधाहरु उपलब्ध गराइनेछ
- परियोजनामा वालवालिकालाई काम लगाउन निषेध गरिनेछ
- स्थानीयलाई रोजगारीको अवसर तथा प्राथमिकता
- कामदारहरुलाई आचार संहिता (CoC) लागू गरिनेछ
- निर्माण चरणका डाइभर्जनहरुको डिजाइनले बृद्ध-वृद्धा, महिला, वालवालिका तथा फरक क्षमताका भएका व्यक्तिहरुका लागि उपयुक्त उपायहरुको व्यवस्था गर्नु पर्दछ ।
- वातावरणीय संरक्षण र सामाजिक सुरक्षण सम्बन्धी जनचेतनामूलक कार्यक्रम संचालन गरिनेछ ।
- यौन जन्य हिंसा (यौन दुराचार), मानव बेचबिखन, HIV AIDS and CoVID सम्बन्धी जनचेतनामूलक कार्यक्रमहरु संचालन गरिनेछ ।

पुनःवास कार्ययोजना:

प्रस्तावित सडक स्तरोन्नति उपआयोजनाको सडकको क्षेत्राधिकार भित्रको निजी संरचनामा पर्ने असरलाई सकेसम्म जोगाइएको छ । उप-महानगरपालिकाले उपलब्ध गराएको निर्णय प्रतिलिपिमा उल्लेख भए बमोजिम वि.सं. २०७२ साल असोज ०१ गतेको निर्णयले बाटोको क्षेत्राधिकार स्पष्ट छ र जग्गा अधिग्रहणको आवश्यकता छैन । पुनर्वास कार्य योजनाले डिजाइन परिवर्तन भएमा प्रभावित व्यक्तिहरुको जग्गा अधिग्रहण, क्षतिपूर्ति र पुनर्वासको नीति र प्रकृयाहरु प्रदान गर्ने लक्ष्य राखेको छ । तर यस परियोजनाको लागि पुनर्वास कार्य योजना आवश्यक छैन ।

यौन शोषण तथा दुर्वेसन एवं दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना:

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) को लागि गरिएको यौनिक शोषण, दुर्वेसन एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनका आधारमा यस आयोजनाको SEA/SH जोखिमको “न्यून” मूल्याङ्कन गरिएको 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 एवं रोकथाम तथा न्यूनीकरण गर्ने उद्देश्यका 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 सुझाएका कार्यहरुलाई पनि समावेश गरेको छ ।

सामान्यतया नेपाली समाजमा लैङ्गिक हिंसासम्बन्धी घटनाहरु घटिरहन्छन् । समुदाय स्तरका महिलाहरुसँग भएका छलफल अनुसार, आयोजना क्षेत्रमा केही साना-तीना घरेलु हिंसाका घटनाहरु घटे तापनि सामाजिक प्रतिस्थाका कारण आपसी मेलमिलाप गर्नेगरेको छ ।

वातावरण तथा सामाजिक व्यवस्थापन योजना :

पहिचान गरिएका सवालहरु, सम्भाव्य असर एवं प्रभावहरु, तिनीहरुको न्यूनीकरण गर्ने विधिहरु र अनुगमन विधिहरु समावेश गरी यस प्रतिवेदनले वातावरणीय तथा सामाजिक व्यवस्थापन रूपरेखा (ESMF) मा उल्लेख भए बमोजिम 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 रूपरेखा तोकिएको छ। वातावरण तथा सामाजिक व्यवस्थापन योजना कार्यान्वयनका लागि कूल रु. ३,७४०,००० को बजेट प्रस्ताव गरिएको छ। यस उपआयोजनामा सरोकारवालाहरुको जिज्ञासा एवं गुनासोहरुको बारे अद्यावधिक सूची राख्न र उपयुक्त समयमै समाधान गर्न एवं गुनासो सम्बोधन विधि (GRM) समेत समेटिएको छ।

गुनासो व्यवस्थापन समिति (GRC) को व्यवस्था:

उपआयोजना निर्वाध रूपमा कार्यान्वयन गर्न र समयमा नै उपआयोजना सम्पन्न गर्नका लागि निर्माण चरणमा आउने गुनासाहरुको सुनुवाई गर्ने र त्यस्ता गुनासाहरुलाई तत्कालै स्थानिय स्तरमा नै समानधन गर्ने उद्देश्यले आयोजना स्तरमा एक गुनासो व्यवस्थापन समितिको गठन गरिनेछ। उक्त गुनासो समितिलाई कुनै पनि प्रकारका संचारका माध्यम, चिट्ठिपत्र वा भौतिक रूपमा उपस्थित भएर टिपाउने गुनासाहरुको सुनुवाई ESMF मा उल्लेख भए बमोजिमको नियम र परिधिमा रहि समाधान गर्ने र आफुले समाधान गर्न नसकिने गुनासाहरुलाई उपल्लो निकायमा पठाउन एक गुनासो व्यवस्थान समितिको गठन गरिनेछ।

संस्थागत व्यवस्था :

आयोजना कार्यान्वयन गर्न शहरी विकास मन्त्रालयले शहरी विकास तथा भवन निर्माण विभाग अन्तर्गत नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना (NUGIP) को कार्यालय स्थापना गरेको छ। वातावरणीय तथा सामाजिक विधिको साथै सम्पूर्ण विधिहरु पालना सम्बन्धी जिम्मेवारीको जवाफदेहिता आयोजना समन्वय कार्यालय (PCO) मा रहने छ। आयोजना समन्वय कार्यालयलाई एउटा आयोजना व्यवस्थापन सहयोग टोलीले (PMST) सहयोग गर्नेछ। उपआयोजनाहरुको वातावरणीय तथा सामाजिक व्यवस्थापन योजना कार्यान्वयन स्थानीय तहमा गर्न र अन्य वातावरणीय एवं सामाजिक संयन्त्रहरुको कार्यान्वयनमा जिम्मेवार हुने गरी नगरपालिकामा एक आयोजना कार्यान्वयन इकाइ (PIU) स्थापना गरिएकोछ। सुरक्षण विशेषज्ञ सहितको डिजाइन तथा सुपरिवेक्षक परामर्शदाता (DSC) मार्फत प्राविधिक साहायाता पुऱ्याइनेछ।

1. INTRODUCTION

1.1. Project Background

Department of Urban Development and Building Construction (DUDBC) under Ministry of Urban Development (MoUD) of Government of Nepal has been executing 'Nepal Urban Governance and Infrastructure Project (NUGIP)' within the strategic framework for urban development as envisaged in National Urban Development Strategy since the fiscal year 2077/78 B.S. As a continued effort of this program, UGIIP was largely focused on improving the urban infrastructure of various municipalities under different cluster through the preparation of Detailed Project Report (DPR) of some various infrastructures needed to improve the infrastructure services within the project municipality in conjugation with the development opportunity and resource sharing prospects between it and adjacent/nearby municipalities under the designated cluster.

DPR of Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road, Itahari Sub-Metropolitan City has been prepared as per the Contract between Municipal Executive, Itahari, Nepal Urban Governance and Infrastructure Project (NUGIP) (Client) and BN Consultancy Pvt. Ltd (BN) - Plush Engineers and Architects (P) Ltd (PEA) which have entered into the agreement, for performing work REF No: NP-DUDBC-216346-CS-QCBS, into effect from 9th November 2022 to provide services on Detailed Engineering Design and Construction Supervision (DSC) covering the upgradation project connecting Jute Bikash chowk at Mahendra Highway to Taltalaiya, and is 5.385 km. The project is expected to contribute towards the municipal capacity for urban development planning, infrastructure development and institutional development of the municipality together with the improvement of livelihood of the local people along the settlement.

This Environmental and Social Impact Assessment (ESIA) document considering as a part of the DPR, contains the project details of this urban road upgradation works, baseline of the project area, potential environmental & social concerns with respect to the project activities, mitigation measures and a plan to implement these measures along with the roles & responsibilities as well as the required budget for the associated activities.

1.2. Project Area Description

The proposed subproject is located in wards 3 and 4 of Itahari Sub-Metropolitan City of Sunsari District, Koshi Province. Total length of Proposed Road Upgradation Project is 5.385 km with the geographical location of that starting point is 26°39'40.26"N, 87°16'52.74"E and end co-ordinates are s 26°41'56.44"N, 87°17'59.92"E.

Salient features of Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road is provided in table below;

Table 1-1: Details of Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road Upgradation Project

SN	Road Features	Description	
1	Road Type	Urban/ Collector Road	
2	Proposed (a) Road length	5.385 Km	
	(b) Start / End Point	Starting Point: Jute Bikash Chowk (Mahendra Highway) Ending Point: Taltalaiya (Tengra Khola)	
3	Number of Lane	Double Lane	
4	Right of Way	15.23 m up to Ch.1+516 km; and 18.28 m for the remaining road section	
5	Road Width (Road width for design has been taken as per the existing width available and in public use at field at present)	Existing	Proposed
		Varies from 13.7 m to 15.23 m up to Ch.1+516	Varies from 13.7 m to 15.23 m up to Ch.1+516
		From 15.0 m to 18.28 m for the remaining road section	From 15.0 m to 18.28 m for the remaining road section
6	Carriageway Width	7 m throughout the road project	
7	Cycle track	1.5 m on either side throughout	
8	Pavement Surfacing	Asphalt concrete (Flexible pavement)	
9	Terrain Type	Plain	
10	Wards & Major settlements	Itahari Sub-Metropolitan City - ward 3 & ward 4; <i>Jute Bikash Chowk, Bhetghat chowk, Chandani Chowk, Red Cross Chowk, Simha Chowk, Tribeni Chowk, Gartaula Chowk, Puran chowk, Lions Chowk, and Taltalaiya chowk</i>	
	Other Details		
11	Design speed of Road	30 km/hr	
12	Maximum gradient	4%	
13	Minimum Gradient	0.3%	
14	Total cost of ESMP	NPR. 3,740,000.00	
15	Total Project cost	NPR. 765,675,200.55 (including Vat and contingency)	
16	Cost per km	NPR. 142,186,666.77 (including Vat and contingency)	

1.3. Overview of project area

Itahari Sub-Metropolitan City falls in Sunsari district in Koshi Province. The municipality was established in 1997 and became a sub-metro in 2014 after merging the VDCs of Khanar, Ekamba, Pakali and Hansposa. Situated at a distance of 25 kilometres north of the provincial capital of Biratnagar, 16 kilometres south of Dharan and 92 kilometres west of Kakarbhitta, Itahari serves as a junction point of the East-West Mahendra Highway and the North-South Koshi Highway.

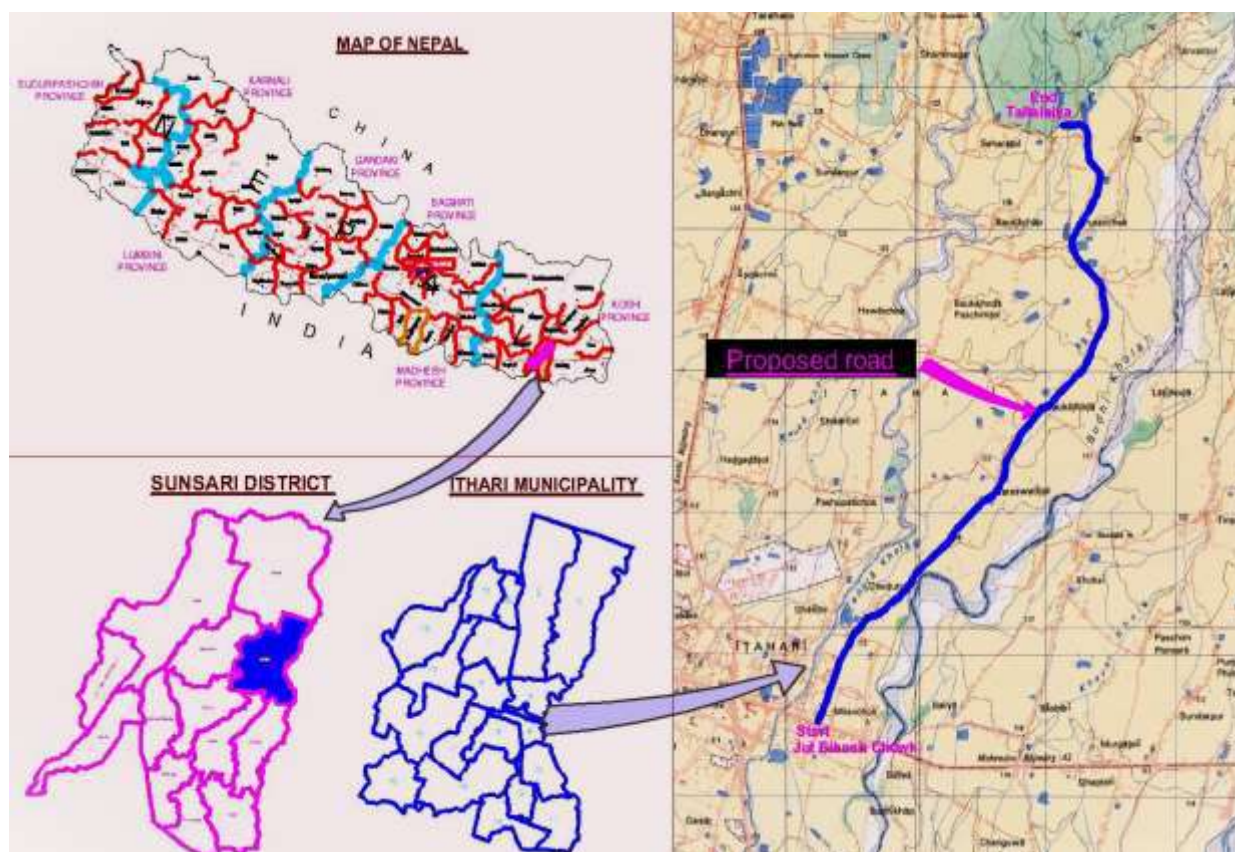


Figure 1.1: Index Map of the Project

1.4. Road Network and Transportation

Itahari Sub-Metropolitan City has 564.15 km road length in total. This includes 67.86 km of earthen road, 313.87 km of gravel road, 32.48 km of highway and 148.13 km of black-topped roads.;

Table 1-2: Road Infrastructure

Road Type	Total Length (km)	Remarks
Brick-soling Road	1.81	
Earthen Road	67.86	
Gravel Road	313.87	
Lokmarga (Highway)	32.48	
Other Black topped Road	148.13	
Total	564.15	

(Source: Municipal Profile, 2079 BS)

The intra-city transportation is primarily focused within core areas. The main origin points of buses and public transportation are Aanpgachhi chowk, Bargachhi chowk, Jute Bikash chowk, Kalanki chowk, BP chowk Paschim, Khanar, Pakali chowk and Tarahara.

1.5. Need for the project

The proposed project connects the settlement area of Jute Bikash Chowk, Bhetghat chowk, Red Cross Chowk, Simha Chowk, Tribeni Chowk, Gartaula Chowk, Lions Chowk and Taltalaiya chowk. The project area is one of the core areas of the Itahari Sub-Metropolitan City. The road provides a link between Mahendra Highway to Taltalaiya and enhance the mobility of people of nearby settlements. Currently, the

existing available road width ranges from 13.2 m to 18.28 m including drain and pedestrian track at some stretches. The proposed road section has 8.092 km side drain considering both sides of the road alignment and lacks any pedestrian track. The main objective of this road project is to improve the traffic movement along the road and to provide better road facility between two major areas of the sub-metropolitan city. The improvement of the road also provides better livelihood for the people living by the roadside.

The proposed road alignment passes through flat lands with almost plain terrain and passes through settlements, and agricultural lands. The proposed road currently has two lane operational paved carriageway and does not segregate slow-moving vehicles and pedestrians. The road section requires pavement reconstruction to maintain acceptable levels of service. There are no alternative routes to the project road that serve the same function as that of the stated road.

1.6. Key Project Objective and its 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 project comprises of the following components;

- a) Upgradation of existing single lane carriageway into two lane Carriageway with Side Drain
- b) Rehabilitation and Construction of Cross Drainage Structures; Retaining Wall
- c) Footpath; Street light; Zebra crossing
- d) Major and minor intersection improvements; Signage and pavements marking; Shifting of utilities

1.7. 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), following guidance provided by the Environmental and Social Management Framework (ESMF). A consultative and participatory process was adopted to conduct the ESIA and prepare the ESMP for the sub-project of Jute Bikash chowk (Mahendra Highway) - Taltalaiya road. The strategies to undertake the ESIA and preparing the ESMP required both qualitative and quantitative information gathering at both primary and secondary levels. The project team at Project Coordination Office (PCO) of Department of Urban Development and Building Construction (DUDBC), the World Bank, different national and local level stakeholders involved in 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 the ESIA/ESMP, Project Implementation Manual (PIM), feasibility reports of the sub-project
- Reviewed applicable laws of the GoN and the WB policies.
- Consulted project team, PCO, stakeholders, WB and experts.
- Reviewed the DPR of the proposed project, 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 site and consulted municipality office, district level.
- Conducted consultations, Focus Group Discussions (FGDs), Key Informant Interviews (KII), with beneficiary as well as project affected HHs, and other stakeholders

Baseline information for physical, biological, and socio-economic status of the project area has been collected. Secondary sources and file observations were carried out for ambient air quality. Water quality data of recent ground water quality test report was used as reference, and noise levels were measured using an android application. The representation of the methodologies of the project is shown in figure below;

1.7.1 Baseline study

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

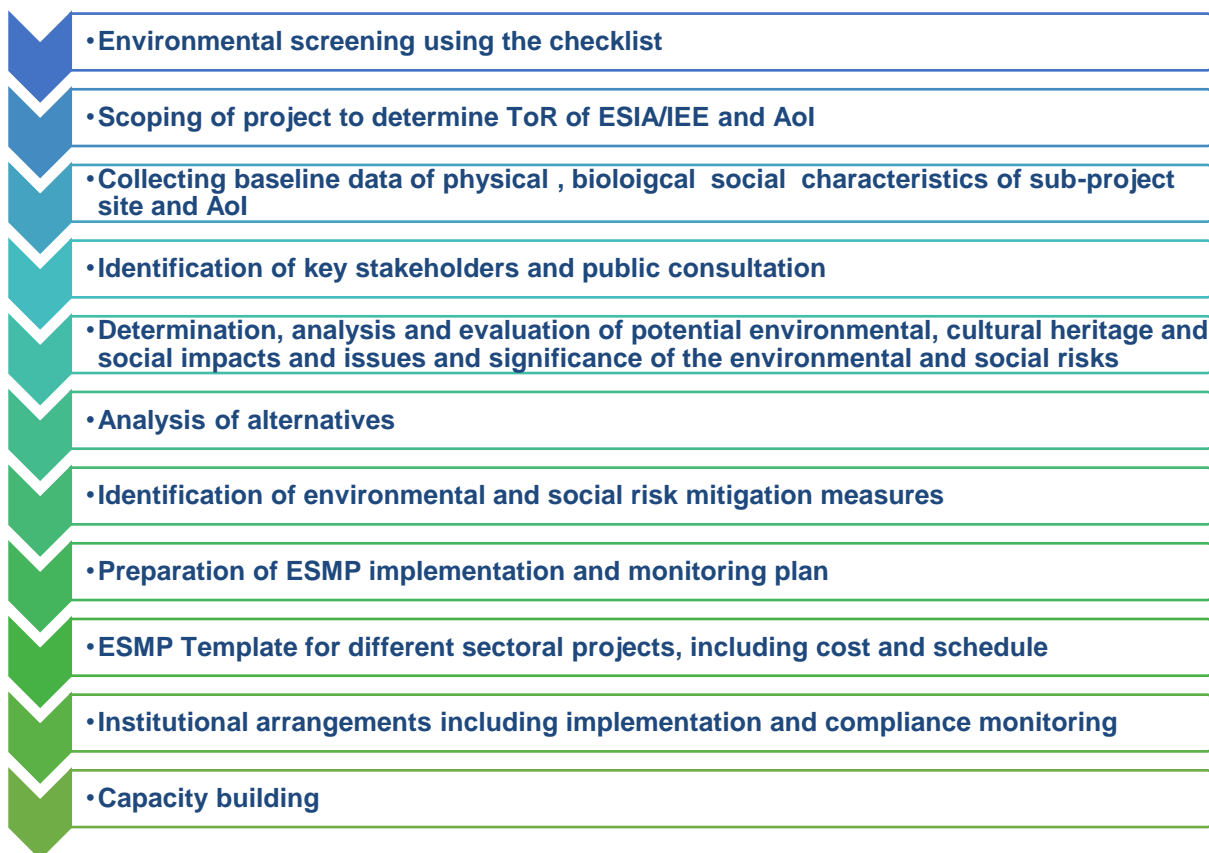


Figure 1.2: ESIA Process for all sub-projects

1.7.2 Stakeholder Analysis

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

- Stakeholder identification
 - Potential stakeholders were listed, and they were grouped based on their interest & influence. Finally the stakeholders were prioritized through interaction with the Itahari Sub-Metropolitan City representatives.
- Stakeholder consultation
 - The stakeholders were listed as the road users, ward committee members, municipality representatives, water supply users, factory owners & shop owners along road alignment, etc
 - The consultation was conducted through walk through survey, individual consultations, community consultations, and indoor meetings (Itahari Sub-Metropolitan City office)
- Incorporated feedback from the stakeholders into project design and ESMP document
- Incorporated recommendations and mitigation measures during construction and operation

1.7.3 Gender assessment and GBV status analysis

The following activities were undertaken for gender assessment;

- Review of the legal policy framework of GoN
- Review of the set-up, capacity, and constraints within relevant institutions
- Gender assessment and GBV analysis
- Analyze the culture amongst women of different cultural groups
- Analyze potential positive and negative impacts on women
- Analyze barriers, challenges, and constraints 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

1.7.4 Assessment of potential environmental and social impacts

- Likely Beneficial Impacts
- Likely Adverse Impacts

1.7.5 Environmental and Social Screening

Every sub-project under the NUGIP is subject to an environmental and social screening process. The screening process establishes the level of environmental and social assessment required, helps 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.

1.7.6 World Bank Safeguard Policies

The World Bank classifies projects into one of the four categories, depending upon the type of project or specific components which have inherent environmental risks, location proximity to environmentally, socially and culturally important areas, sensitivity, potential impacts which may be irreversible or environment sensitive to changes, the scale and extent of environmental and social issues of the project, and the nature and magnitude of its potential environmental impacts.

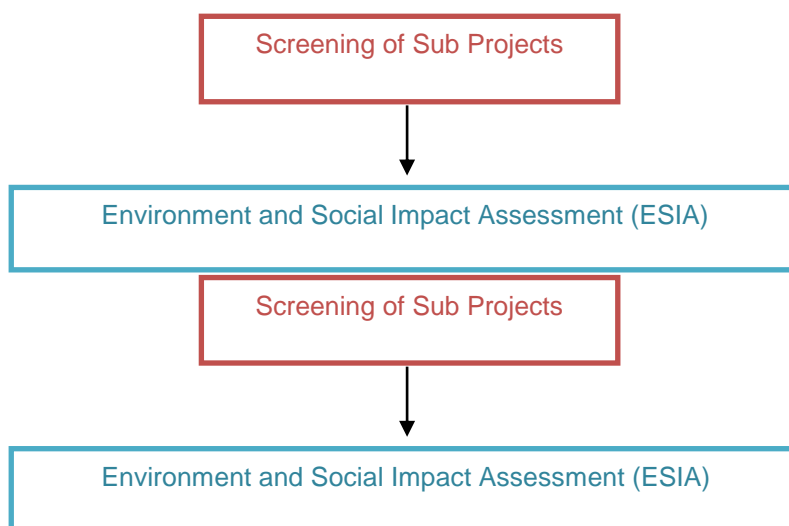


Figure 1.3: Flow of preparation of safeguard instruments for the project

1.7.7 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 a framework, provisions and procedures would be updated as applicable and when required with due process.

2. ENVIRONMENTAL AND SOCIO-ECONOMIC BASELINE

2.1 Physical Environment

2.1.1 Topography & Geology

The municipality is located at a distance of 25 kilometres north of the provincial capital of Biratnagar, 16 kilometres south of Dharan and 92 kilometres west of Kakarbhitta, Itahari serves as a junction point of the east-west Mahendra highway and the north-south Koshi highway, and has an area of 93.78 sq. kilometers. It lies between the latitudes 26°36'37.77" to 26°44'14.49" North and longitudes 87°12'9.06" to 87°17'0.70" East. The altitude varies from 90 m to 177 m from sea level. (Source: *Municipal Profile of Itahari Sub-Metropolitan City, 2076*)

The municipality lies within Terai belt of the indo-gangetic plains, and Chure starts around 5.5 km North. The project area has very gentle slope, generally below 4° centigrade, towards South. The project area has a mixture of aggregates and fine clayey soil. The project area falls within Budhi khola watershed. The project area has wetland area also, but the road alignment doesn't enter into the wetland area. However, the road alignments are along the plain terrain. Hence, topography is homogeneous without undulations.

2.1.2 Climate

The municipality has warm temperate to tropical climatic conditions. The project area has an average annual temperature of 24.26°C with annual minimum temperature of 5.8°C and maximum temperature of 37.6°C. The summers here have a good portion of rainfall compared to the winter season. The average annual rainfall is 1796 mm. The Northern belt of the municipality receives relatively higher amount of rainfall than the Southern belt. November- December, and January-March are the driest months with average monthly precipitation of 56 mm, and most precipitation falls during June-September with average monthly precipitation of 370 mm (table below);

Table 2-1: Weather data of the municipality

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Avg. Temp. (°C)	15.7	18.5	23	26.3	26.8	26.9	26.6	26.7	26.0	23.9	20.5	17.1
Min. Temp. (°C)	9.6	12.0	15.3	19.5	22.4	24.2	24.5	24.5	23.3	19.4	14.8	11.0
Max. Temp. (°C)	21.2	23.9	29.1	31.9	31.0	29.9	29.1	29.4	28.9	28.0	25.5	22.5
Precipitation, mm	10	15	17	46	136	334	490	383	273	78	8	6

(Source: en.climate-data.org/asia/nepal/eastern-development-region/itahari-29979)

2.1.3 Water Bodies

The main river systems of the municipality are Budhi khola and Tengra khola. Panipiya and Sehara khola are also other local streams of the project area. During monsoon season, there are frequent incidents of urban flooding. One of the major reasons is due to the overflow of Seuti river from upstream that mixes with Tengra khola and Sehara khola that flow amidst the urban centers of the municipality. Sukumari khola, Kheti khola, and Gadahan khola are the other rivers that flow through the municipality. Taltalaiya area is a wetland area and has significance in terms of biodiversity and tourism.

2.1.4 Land use pattern

The municipality has 60.36% agricultural land, 16.44% settlement area, 13.13% forest area, 2.96% water bodies and 0.54% wetland are. The rest are barren land, grassland, river bank area, and others (Source: Municipality profile, 2079 BS). Built-up area, agricultural land, barren land and mixed land use pattern is found along proposed road alignment.

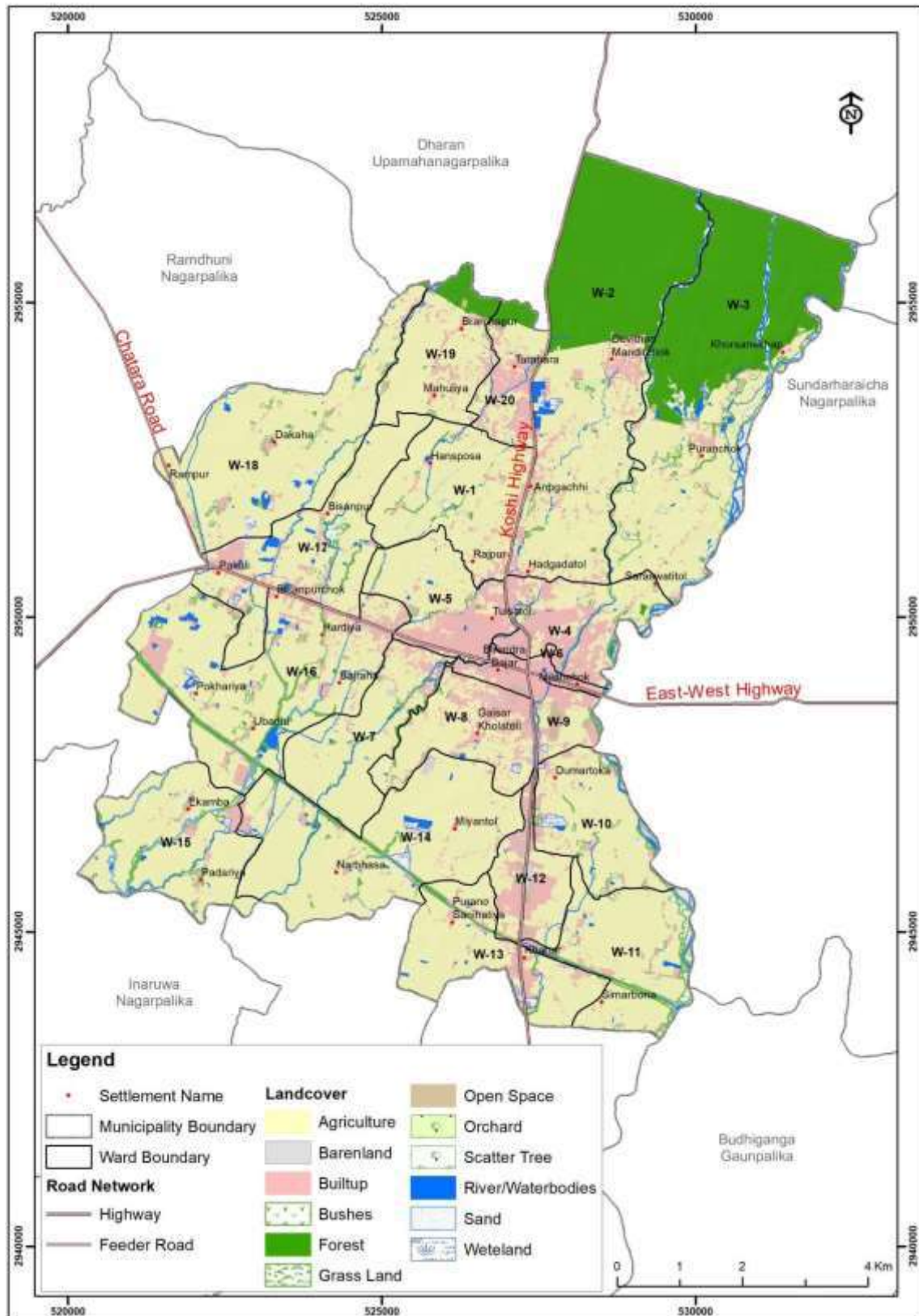


Figure 2.1: Landuse map of the project municipality



Photo 1: Peepal tree to be conserved at Bhetghat Chowk



Photo 2: Teak trees along proposed road alignment Ch 4+010 to 4+110 km

2.1.5 Ambient Air Quality, Noise level, and Water Quality

The ambient air quality of the project area doesn't show critical state. The air quality index of Itahari shows that the AQI is 110, with PM_{2.5} level of 39.2 µg/m³ and (Source: <https://www.iqair.com/nepal/eastern-region/itahari>, 17th August 2023). However, the project area is relatively less urbanized, hence air quality is better. The primary source of ambient air pollution is due to dust from vehicles plying on earthen roads. Noise levels were measured using an android application, and a continuous measurement was conducted along the road alignment at intervals of around 30 minutes during daytime over two days of field observation works. Following table presents the data;

Table 2-2: Noise levels along the road alignment (dBA)

SN	Time, hrs 6 th June 2023	Average Noise levels, dBA	Time 7 th June 2023	Average Noise levels, dBA
1	1:35	71 (Min. 53, Max. 89)	3:15	68 (Min. 43, Max. 82)
2	2:00	63 (Min. 40, Max. 86)	3:45	72 (Min. 53, Max. 101)
3	2:30	68 (Min. 51, Max. 92)	4:15	67 (Min. 55, Max. 92)
4	2:58	60 (Min. 55, Max. 91)	4:45	62 (Min. 43, Max. 89)
5	3:30	69 (Min. 58, Max. 99)	5:15	65 (Min. 52, Max. 93)
6	4:00	72 (Min. 52, Max. 93)	5:45	60 (Min. 56, Max. 89)
7	4:30	62 (Min. 45, Max. 81)	6:15	59 (Min. 57, Max. 96)
8	5:05	57 (Min. 48, Max. 83)		
	Average	65.25		64.71

Source: Field study, June 2023

The drinking water source of the project area is primarily tubewell/underground water. Although 30.11 % of the HHs have access to the piped water supply system, 67.58% of the HHs use water from tubewells/handpumps. The water quality of the ground water used for drinking purpose is satisfactory and the parameters are within the threshold limits of NDWQS 2022 (Annex 3). The report shows that although turbidity is slightly high, there is no foul taste and odour. Turbidity value was 2 NTU; pH range was 7.69; TDS 205 mg/L; EC 400 µS/cm; and Calcium value of 72 mg/L in the drinking water sample of distribution system sampled and tested by *Itahari Khanepani Upabhokta Sanstha* on 19th July 2023. The source of this water is deep tubewell. The laboratory report of Total Coliform tested for the same source in Water Quality Testing Laboratory of Federal Water Supply & Sewerage Management Project - Biratnagar, shows Nil *E. Coli* count as tested on 6th August 2023.

2.1.6 Sanitation and Waste Management

According to Municipal Profile, 2079 BS, 55% of the households have septic tanks. The municipality lacks any kind of systematic sewerage system or any Fecal Sludge Management infrastructure. There are 7 public toilets in Itahari Sub-Metropolitan City.

Assessment done by the World Bank (2020) shows that the sub-metropolitan generated nearly 58 MT daily of which 48% is from domestic waste generators, 19% by commercial and rest by bulk generators such as markets and institutions. Among this, 26 MT of waste is taken to the waste disposal facility daily. The waste is collected daily in four wards (ward 5, 6, 9 and 10) daily which covers 21% of Itahari's population while rest are collected weekly. Since ward 14 is completely rural in nature, there is no waste collection from that ward. Municipality has a Waste to Energy plant with capacity of 30 tons/day is in operation.

2.2 Biological Environment

The study of biological environment was based on filed observation, interaction with the locals and review of district level secondary data as well as Municipal Profile document of Itahari Sub-Metropolitan City, 2079 BS.

2.2.1 Flora and Fauna

The major tree species of the project area, and near to the road alignment are Kadam (*Anthocephalus chinensis*), Sissau (*Dalbergia sissoo*), Khayer (*Acacia catechu*), Sal (*Shorea robusta*), Simal (*Bombax ceiba*), Teak (*Tectona grandis*), Masala (*Eucalyptus camaldulensis*), Bar (*Ficus benghalensis*), Peepal (*Ficus religiosa*), Aanp (*Mangifera indica*), Mewa (*Carica papita*), Katahar (*Artocarpus heterophyllus*), Amba (*Psidium guajava*), Kera (*Musaceae banana*), and Nariwal (*Cocos nucifera*). These trees provide timber, fuel-wood, fodder, fruits, and some have ethnobotanical value. There are some fruit trees and local tree species present within the proposed road width of the road. The list of trees that will need to be removed have been given in sub-heading 4.3.3.1 of Chapter 4.

Since the proposed road alignment passes through human settlements, there is no presence of wild faunal species along the road alignment. The faunal species were listed with reference to district level information and the municipal profile. The major fauna of the project municipality and the project district are Monkey (*Macaca, mulaata*), Common Langur (*Presbytes entellus*), Jungle cat (*Felis chaus*), deer (*Cervus axix*), Malsapro (*Martes flavigula*), squirrel (*Ratufa bicolor*), etc. These faunas are likely to be spotted only in larger project vicinity. Since there are no actual wild habitats within the project's zone of influence, there is no frequent occurrence of these animals within the project vicinity. Likewise, the major avian species found in the project area include bakula (*Ardea cinerea*), myna (*Acridotheres tristis*), owl (*Bubo bubo*), pigeon (*Columba livia*), dhukur (*Streptopelia orientalis*), bhangera (*Passer domesticus*), bat (*Pipistrellus sp.*), and peacock (*Pavo cristatus*). However, the proposed project alignment is not located close to or within a national park and conservation area.

2.2.2 Ethnobotany

Amala (*Phyllanthus emblica*), Harro (*Terminalia chebula*), Barro (*Terminalia bellirica*), Tejpatra (*Cinnamomum tamala*), Neem (*Azadirachta indica*), Bojho (*Acorus calamus*), and Bel (*Aegle marmelos*) are among the major ethnobotanical species of the project area.

2.3 Socio-economic and Cultural Environment

2.3.1 Socio-economic overview

The project area is a multi-caste/ethnicity rich and a culturally rich place. Itahari sub-metropolitan city derives its name from Tharu words of 'Ita' meaning brick and 'Hari' meaning wood. It is believed that the name represents the 'chepuwa' or 'turung' made of brick and wood which is used to punish the prisoners during the past Rana regime. Since the project area is a rapidly urbanizing area, connectivity improvement is very significant for the proposed project area.

2.3.2 Details of settlements within the project area

Followings are the settlements falling within the project area that comes within Ward 3 and Ward 4 of Itahari Sub-Metropolitan City, and starting at Jute Bikash chowk (Mahendra Highway) and ending at Taltalaiya;

Table 2-3: Details of settlements within the project area

Ward No.		Description
Itahari Sub-Metropolitan City	Ward 4	Jute Bikash Chowk, Bhetghat chowk, Chandani chowk
	Ward 3	Red Cross Chowk, Simha Chowk, Tribeni Chowk, Gartaula Chowk, Lion's Chowk, and Taltalaiya chowk

** Note: Proposed road alignment passes through wards 3 & 4*

Based on the consultation meetings and numeration from google earth maps, total numbers of households falling within Influence area of (200 m to 500 m distance towards both sides of the road alignment) are 2,570 and the total population is 11,230.

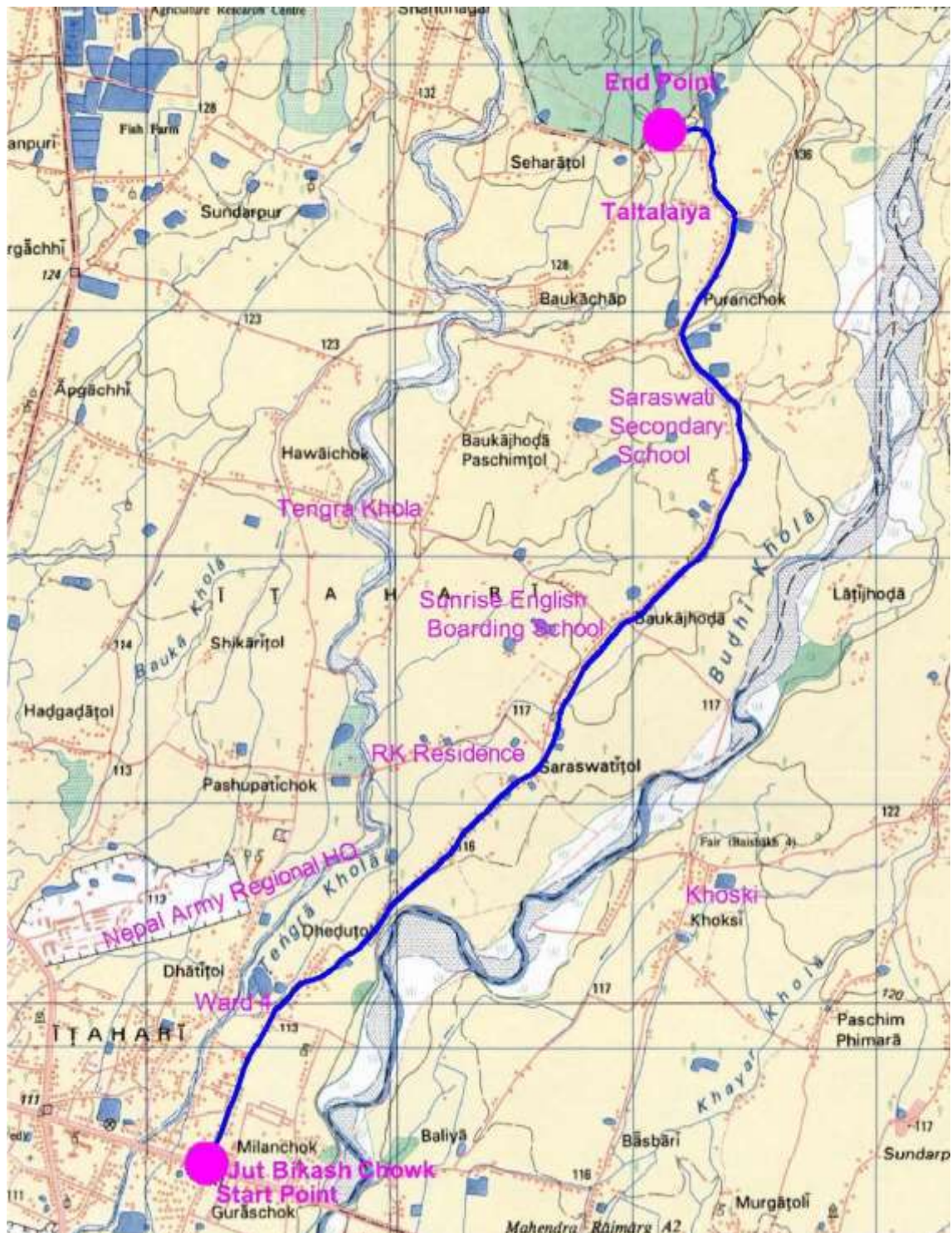


Figure 2.2: Settlements and facilities along Jute Bikash (Mahendra Highway) - Taltalaiya Road Alignment

2.3.3 Existing Structures along the road alignment

The road upgradation works at the starting stretch of the Jute Bikash chowk (Mahendra Highway) to Taltalaiya road will require reinstatement of around 9.35 km of water supply pipelines. In addition to this, following structures lie within the proposed Road Width and needs to be addressed as per ESMP table below

Table 2-4: Existing structures along the road alignment

SN	Structures	Qty./Number	Remarks
1	Water supply pipeline (under Itahari Khanepani Upabhokta Sanstha)	9.35 km	Reinstatement (HDPE pipes with dia. ranging from 63 mm to 250 mm) will be carried out in coordination with Itahari Khanepani Upabhokta Sansstha
2	Electric poles	237 nos.	Relocation will be carried out in coordination with NEA local office
3	Drainage crossing	5 nos.	Drain Crossing = 1.5x1m, 1nos. Drain Crossing = 1x1m, 4nos.
4	Irrigation crossing	5 nos.	Irrigation Crossing = @ 600mm dia. 2 row pipes, 1nos. Irrigation Crossing = 1x1m, 4nos.
5	Chautaris	2 Chautaris	Bhetghat chowk, and Chandani chowk

Source: DPR - Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road Upgradation, 2023

2.3.4 Existing Road Condition and Roadside Drains

As per the field observation, the road alignment has about 8.092 km stormwater side drains considering both sides of the road alignment, and due to technical design requirements, these side drains will be re-constructed based on hydrological analysis. The road inventory is provide in the table below;

Table 2-5: Road Inventory along the proposed road

Section		Terrain(plain/Rolling/hilly)	Name of Town/Village	CARRIAGEWAY			SHOULDER			ROW (m)	Remark
From	To			Type (BT/CC/GR/ER)	Width (m)	Condition (G/F/P/V/P)	Type (BT/CC/GR/ER)	Width (m)	Condition (G/F/P/V/P)		
0+000	0+662	Plain	Jut Bikash Chowk	BT	6	F	GR	5	F	15	
0+662	1+140	Plain	Bhetghat Chowk	BT	5.5	P	GR	5	P	15	
1+140	1+412	Plain	Simha Chowk	BT	5.5	P	ER	5	F	15	
1+412	1+469	Plain	Singhabahini Chowk	BT	6	P	ER	5	F	15	
1+469	2+600	Plain	Tribeni Chowk, Gartaula Chowk	BT	6	G	GR/ER	5	G	18	
2+600	5+393	Plain	Puran chowk	BT	6	G	GR/ER	5	G	18	

Abbreviation NOTE: BT: Black Topped; CC: Cement Concrete; GR: Graveled; ER: Earthen

G: Good; F: Fair; P: Poor; GR: GraveledThe existing side drain network in the proposed road alignment is summarized as given in table below;

Table 2-6: Existing side drain structure along the proposed road project

S. N.	Chainage		Length (km)	Dimension (m)	Side from center	Remarks
	From	To				
1	0+028	0+990	0.962	0.9*0.9	Both Sides	RCC Drain
2	0+990	1+022	0.32	0.9*0.9	Right Sides	RCC Drain
3	1+022	1+185	0.163	0.9*0.9	Both Sides	RCC Drain
4	1+185	1+480	0.433	0.5*0.9	Left Sides	RCC Drain
5	1+480	1+618	0.138	0.5*0.9	Left Sides	Plum wall
6	1+618	2+060	0.442	0.5*0.9	Both Sides	Plum wall
7	2+060	2+380	0.32	0.5*0.9	Both Sides	PCC Drain
8	2+380	2+980	0.6	0.9*0.8	Both Sides	RCC Drain
9	2+980	3+078	0.098	0.6*0.9	Right Sides	RCC Drain
10	3+078	3+860	0.782	1.2*0.7	Both Sides	Earthen Drain
11	3+860	4+180	0.32	1.2*0.7	Right Sides	Earthen Drain
12	5+060	5+200	0.14	0.45*0.6	Right Sides	PCC Drain
13	5+280	5+385	0.105	0.45*0.6	Left Sides	PCC Drain

2.3.5 Culverts along the road alignment

Table 2-7: Inventory and Condition Survey for Culverts

S N	Chainage (m)	Type of Structures (Pipe, Slab, Box, Arch)	Thickness of Slab (m)	Span Arrangement and Total Vent way (No. x dia./span) (m)	Carriage way Width (m)	Width of Culvert (m)	Condition of various features of Culvert				Adequacy of Water way
							Slab/ Pipe/ Box/ Arch	Head wall	Wing wall/Return Wall	Parapet/ Handrail	
1	1+278	Drain Crossing	0.2	1	6	6	Fair	No provision	Fair	No provision	Yes
2	3+080	Irrigation Crossing		1*0.6	5	6	Poor	Poor	No provision	N/A	Yes
3	3+866	Irrigation Crossing	-	1*0.6	5	6	Poor	Fair	No provision	N/A	Yes
4	3+953	Irrigation Crossing	-	1*0.6	5	6	Poor	Fair	No Provision	N/A	Yes
5	4+283	Irrigation Crossing	-	1*0.6	5	6	Poor	Fair	No Provision	N/A	Yes
6	5+201	Irrigation Crossing	-	2*0.6	5	5	Poor	Fair	Fair	N/A	Yes

2.3.6 Population and Demography

The total population of Itahari Sub-metropolitan City is 157,457 and total household is 35,864. The average household size of the sub-metropolitan is 4.39 which is greater than that of district household size at 4.31. The total number of households in ward no. 3 and 4 of the Itahari Sub-metropolitan City is 5,401 and average household size is 4.25. The sex ratio is 1.03 of the ward no. 3 and 4 of the Itahari Sub-metropolitan City as shown in Tables 2-8 and 2-9 below;

Table 2-8: Total number of HHs and average HHs size of within the project area

Local Level	Ward No.	Total Household	Average Households size
Itahari Sub-metropolitan City	Ward No. 3	1,350	4.63
	Ward No. 4	4,051	4.12
Total		5,401	4.25

Source: Itahari Sub-metropolitan City Profile- 2079 BS

The total population in ward no. 3 and 4 is 22,941. The male population is 11,640 and female population is 11,301 which is 50.74% and 49.26% respectively as shown in table 2.9 below;

Table 2-9: Ward level male and female population of the project area

Ward No.	Male	Percentage	Female	Percentage	Total
3	3,263	52.22	2,985	47.78	6,248
4	8,377	50.18	8,316	49.82	16,693
Total	11,640	50.74	11,301	49.26	22,941

Source: Itahari Sub-metropolitan City Profile- 2079 BS

The economically active population (15 years to 59 years age group) of the project area is 15,746 which is around 68.64% of the total population of the project area. The population of children 0 years to 14 years age group is 5,144 and is around 22.42%, and the population of elderly people above 60 years age group is 2,051 which is around 8.94% of the total population of the project area as shown in table 2.10 below;

Table 2-10: Age wise population distribution in Ward Level of the Project area

Age/Years	Ward No. 3		Ward No. 4		Total	
	Population.	%	Population.	%	Population	%
0 - 14 Years	1,450	23.21	3,694	22.13	5,144	22.42
15 - 59 Years	4,218	67.51	11,528	69.06	15,746	68.64
> 60 Years	580	9.28	1,471	8.81	2,051	8.94
Total	6,248	100	16,693	100	22,941	100

Source: Itahari Sub-metropolitan City profile- 2079 BS

Total male population in the age group of 15 years to 59 years is 7,902, and female population is 7,844 of the project area in ward level. The population of male children age of 0 years to 14 years is 2,740 and female children is 2,404 and the male population of elderly age group of above 60 years is 998 and female population is 1,053 of the total population of the project area as shown in table 2.11 below;

Table 2-11: Age wise Male & Female Population Distribution in Ward Level

Age/Years	Ward No. 3		Ward No. 4		Total	
	Male	Female	Male	Female	Male	Female
0 - 14 Years	796	654	1,944	1,750	2,740	2,404
15 - 59 Years	2,176	2,042	5,726	5,802	7,902	7,844
> 60 Years	291	289	707	764	998	1,053
Total	3,263	2,985	8,377	8,316	11,640	11,301

Source: Itahari Sub-metropolitan City Profile, 2079 BS

2.3.7 Ethnicity

The project area has heterogeneous community in terms of caste and ethnicity. In these wards, there are 45.23% Brahmin/Kshatri (Hill), 36% Aadibasi/Janajati (Hill), 8.34% Aadibasi/Janajati (Terai), 5.30% Dalit (Hill), 3.72% Brahmin/Kshatri (Terai), Dalit (Terai) 0.39%, Muslim 0.06%, and others. Aadibasi/Janajati (Hill) and Aadibasi/Janajati (Terai) are the indigenous people of this region of the project area as shown in table 2.12 below;

Table 2-12: Caste/Ethnicity wise population distribution in Ward Level of the Project area

Ward No. □ Caste/Ethnicity	Ward No. 3		Ward No. 4		Grand Total	
	Pop.	%	Pop.	%	Pop.	%
Brahmin/Kshatri (Hill)	2,180	34.89	8,197	49.10	10,377	45.23
Brahmin/Kshatri (Terai)	56	0.90	798	4.78	854	3.72
Aadibasi/Janajati (Hill)	3,095	49.54	5,163	30.93	8,258	36.00
Aadibasi/Janajati (Terai)	257	4.11	1,656	9.92	1,913	8.34
Dalit (Hill)	556	8.90	660	3.95	1,216	5.30
Dalit (Terai)	12	0.19	77	0.46	89	0.39
Muslim	1	0.02	13	0.08	14	0.06
Others (Hills)	52	0.83	26	0.16	78	0.34
Others (Terai)	39	0.62	103	0.62	142	0.62
Total	6,248	100	16,693	100	22,941	100

Source: Itahari Sub-metropolitan City Profile, 2079 BS

2.3.8 Religion

The project area has majority of Hindu religion. In these wards, there are 81.69% Hindu, 8.17% Buddhist, 7.52% Kirat, 1.98% Christian, 0.28% Islam and remaining of other religious group as shown in Table 2.13 below;

Table 2-13: Religion-wise ward level population distribution

Religions	Ward No. 3		Ward No. 4		Total	
	Population	Percentage	Population	Percentage	Population	Percentage
Hindu	4,352	69.65	14,388	86.19	18,740	81.69
Buddhist	932	14.92	942	5.64	1,874	8.17
Kirat	827	13.24	899	5.39	1,726	7.52
Islam	6	0.10	58	0.35	64	0.28
Christian	122	1.95	332	1.99	454	1.98
Others	9	0.14	74	0.44	83	0.36
Total	6,248	100	16,693	100	22,941	100

Source: Itahari Sub-metropolitan City profile- 2079 BS

2.3.9 Education & Literacy

The project area has literacy rate of 90.94% and the illiterate population is 1,871 which is 9.467% of the total population. The total population having primary level education is 36.91%, and secondary level of education is 27.32%. However, only 5.41% of the populations have received education level from Bachelor's level up to MPhil levels as stated in the Table 2.14 below;

Table 2-14: Education Level in Ward Level of the Project area

Education Level	Ward No. 3		Ward No. 4		Total	
	Population	Percentage	Population	Percentage	Population	Percentage
Illiterate	647	12.20	1224	8.46	1871	9.46
Informal Education	1314	24.77	2816	19.46	4130	20.89
Primary Level	1490	28.09	5809	40.15	7299	36.91
Secondary Level	1596	30.09	3806	26.30	5402	27.32
Bachelor's Level	172	3.24	687	4.75	859	4.34
Master's Level	80	1.51	76	0.53	156	0.79
MPhil or Above	5	0.09	51	0.35	56	0.28
Total	5304	100	14469	100	19773	100

Source: Itahari Sub-metropolitan City profile- 2079 BS

2.3.10 Occupation

In the project area, 24.28% of the population are housewives and 21.64% of the population are students. 10.70% of the population of the project area is unemployed. 9.81% of the population of the project area depends on services, 9.76% population of the project area goes to foreign employment, 7.95% of the population depend on wages occupation, 7.74% of trade, and 4.24% of the population are dependent on agriculture. 1.12% of the population is in professional employment and 2.76% of the population is in other occupations in the project area as shown in table 2.15 below;

Table 2-15: Ward-wise Occupation data of the Project area

Occupation	Ward No. 3		Ward No. 4		Total	
	Population	Percentage	Population	Percentage	Population	Percentage
Agriculture	745	14.05	149	1.03	894	4.52
Service	304	5.73	1682	11.62	1986	10.04
Business	213	4.02	1768	12.22	1981	10.02
Wages	593	11.18	1102	7.62	1695	8.57
Professional	79	1.49	215	1.49	294	1.49
Foreign Employment	549	10.35	1313	9.07	1862	9.42
Student	940	17.72	3193	22.07	4133	20.90
Housewives	1055	19.89	3180	21.98	4235	21.42
Unemployed	688	12.97	1440	9.95	2128	10.76
Others	138	2.60	427	2.95	565	2.86
Total	5304	100	14469	100	19773	100

Source: Itahari Sub-metropolitan City profile- 2079 BS

2.3.11 Food sufficiency

About 73.02% of the households have annual food sufficiency for their family. Around 10.50% of the households have food sufficiency for 3 months or less; 6.76% of the households have food sufficiency for only 4 to 6 months; 9.72% of the households have food sufficiency for only 7 to 9 months as shown in table 2.16 below;

Table 2-16: Food Sufficiency from their own regular income in Ward Level

Food Sufficiency in Months	Ward No. 3	Ward No. 4	Total	Ward No. 3	Ward No. 4	Total
	Population	Percentage	Population	Population	Percentage	Population
0 to 3 Month	259	19.19	308	7.60	567	10.50
4 to 6 Month	266	19.70	99	2.44	365	6.76
7 to 9 Month	294	21.78	231	5.70	525	9.72
9 to a Year	531	39.33	3413	84.25	3944	73.02
Total	1350	100	4051	100	5401	100

Source: Itahari Sub-metropolitan City profile- 2079 BS

2.3.12 Agriculture

Food grains like paddy, wheat, maize, barley etc.; lentil like mustard, alas, gram, etc.; oil giving plants; vegetables like cauliflower, cabbage, potato, etc.; species like cumin seeds, coriander, etc.; fruits mango, litchi, etc.; and other crops are grown in the project area. The total amount of these agricultural products in the service wards is estimated to be food grains product is 10,82,214 quintal, lentil products is grown 15,660 quintal, oil giving plants grown 20,400 quintal, vegetables products grown 25,663 quintal, and cash crops products grown 7,125 quintal. (Source: Itahari Sub-metropolitan City profile- 2079 BS)

2.3.13 Migration

Both in and out migrations are common in the project area. In-migration in the project area from the Terai district has been the most common phenomenon. Now most of the households have a male out-migration for employment. In the project area, most of the inhabitants are local and migrants from neighbours district and specially hilly districts i.e. Okhaldhunga, Khotang, Bhojpur, Taplejung, Sankhuwasabha and Tehrathum.

2.3.14 Gender Based Violence Current Prevalence Status

During the field study and community consultations, it was discussed that there are some minor cases of family disputes, like dispute between husband-wife, reflecting gender violence. Most of the local women were also not aware about the provisions of complaint registering through toll free number 1145 dedicated by National Women Commission. Hence awareness activities are required regarding GBV.

As a part of GRM and GBV compliance, an Anti-Harassment Cell has been formed in Itahari with Ms Sangeeta Pokharel as the focal person. The letter regarding deputation of the focal person has been attached in Annex 1.

2.3.15 Financial Institution

There are various types of commercial bank, Agricultural Development Bank, finance and money transfer service and many saving and credit cooperatives as financial institutions available within the project area.

2.3.16 Other socio-cultural and socio-economic aspects

The major cultural practices in the project area include Dashain, Tihar, Teej, Maghi, Holi, Buddha Jayanti, Eid, Ramjan, Christmas etc. Hamseshwor Temple, Sarbeshwor Radha Krishan Temple, Jaleshwor Shiva Temple and Ugen Choraling Gumba are present in the project area.

The economic vibrancy of the project area is also due to the presence of cottage industries, factories and large industries. Likely most famous tourist destination place of Taltalaiya is also lies within the project area.

2.4 Socio Economic Information of Households along Road Alignment

Settlements located within five hundred meters either side of existing road alignment were selected for the study area, which is defined as Influence Zone. However, there are other roads also within 200 m. Hence, the influence area varies from around 200 m at some sections and around 500 m at some sections. According to Sub-Metropolitan City office, and community discussions, around 2,570 households with population of 11,230 (male 5,698, female 5,532) fall under the influence area of the project.

According to the consultation meetings and field reference, a total of 372 HHs with 1,581 population have been found to be present along the road alignment. This includes 779 female, and 802 male population. The average household size along the road alignment is 4.25. This includes 145 Janajati households with total Janajati population of 617 with 304 female and 313 male.

3. LEGAL AND REGULATORY REQUIREMENTS

3.1 Key applicable national environmental and social laws and regulations

A summary of applicable rules and regulations is provided under the Chapter 2 of the NUGIP 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. Under the Constitution of Nepal, local governments have the authority (Schedule-8, The Constitution of Nepal) to enact new laws applicable to their municipality. 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 triggers 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. Gender Equality Act, 2006
10. Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1969
11. Local Government Operation Act 2017
12. Motor vehicle and Transport Management Act, 2049
13. National Foundation for the Development of Indigenous Nationalities Act 2002,
14. Plant Protection Act 2007
15. Public Road Act, 1974 and amendment 2010
16. Road Board Act 2059
17. Soil and Watershed Conservation Act, 1982 and Subsequent Amendment
18. Solid Waste Management Act 2011 and Solid Waste Management Rules 2013
19. Water Resources Act 1992
20. Environment Protection Rule 2020
21. Forest Regulation, 2022
22. Water Resources Regulations 1993
23. 20 Year Road Plan, 2059 - 2079BS (2002-2022AD)
24. National Dalit Commission, 2002
25. National Forest Policy, 2019
26. Land Acquisition, Resettlement and Rehabilitation Policy for Infrastructure Development Project, 2014
27. National Biodiversity Strategy and Action Plan (NBSAP) 2014-2020
28. National Environmental Standards Information Booklet 2018
29. National Human Rights Action Plan 2005
30. Public Works Directive 2002
31. Work Procedure to Provide Forest Area for other Purposes, 2006

32. EIA guidelines for human settlement and Urban Development Sector 1996
33. EIA guidelines for Road Sector 1994
34. National EIA guidelines 1993
35. Operational Guideline for mainstreaming GESI in MoUD
36. GoN Policies supporting vulnerable communities
37. Pollution Mitigation and Control Regulations, Itahari Sub-Metropolitan City - 2075 BS

3.3 Review of Relevant Acts and Policies

3.3.1 Environment Protection Act 2019, and Environment Protection Rule 2020

The act emphasis on new aspects like provisions of Brief Environmental Study, IEE and EIA under the jurisdiction of local authority, provincial government, and central government. Need of Strategic Environmental Assessment for policies/plans/programs, and considerations of climate change for projects are among the newly enforced aspects of this act. Environment Protection Rules (EPR), 2020 has defined thresholds for environmental assessment under 3 categories; Brief Environmental Study, IEE and EIA. It has defined the roles of the provincial government and the local government as well in the process of environmental assessment of development projects. The project will follow all the requirements of EPA 2019 and EPR 2020.

3.3.2 Child Labor Act (CLA) 2001

Child Labour Prohibition and Regulation Act, 2000 was enacted in favour of the welfare of the Children's right. The section 3 of this acts facilitates the children to inborne rights. Hence the Act prohibits the organizations to involve the children under fourteen years of age to employ in the works. The Child Labour Prohibition Act and Regulation shall be followed in all the works carried out under the Project.

3.3.3 Land Acquisition Act, 1977 (and amendments 2010) and Land Acquisition Regulations, 1969

The Land Acquisition Act, 1978, has been enacted to integrate the laws for Acquisition of Land, 1962. The section 3 of the Act empowers the government to acquire land at any place, for the purpose of public works by providing the required compensation to its owners. The Act oblizs the government to consider the compensation for acquisition of land for the benefit of the local people.

3.3.4 Local Government Operation Act 2017

The Local Government Operation Act, 2017 empowers the local authority for the conservation of local natural resources and implementation of environmental conservation activities along with prime responsibility of conducting development projects which includes water supply, sanitation and awareness activities. Provides basis for Local Government to monitor the environmental performance of the projects. EMP provides the responsibilities of LGs in EMP implementation.

3.3.5 Public Road Act, 1974 and amendment 2010

The Public Road Act, 1974 has been enacted to ensure the construction and operation of the road projects smoothly. Section 3 of the Act empowers GON to prohibit the construction of permanent structures (buildings) in the prescribed distance from the road, i.e. the Department of Roads (DoR) has the authority over everything within the boundaries of the road. The DoR may acquire temporarily the land and other property adopting compensatory measures during the construction, rehabilitation and maintenance of the public road (Sections 14 and 15). The Act obliges the DoR to plant trees on both sides of the road and handover it to the local bodies (VDC or municipality) for their management (Section 16). The Act also empowers the DoR to operate quarries and borrow pits and other facilities during the road construction

(Section 17). In sum, the Act facilitates the construction of this road by even acquiring land and property including for the execution of construction materials and development of other facilities during road construction through compensation as negotiated and as well as to maintain greenery along the roadside.

3.3.6 Land Acquisition, Resettlement and Rehabilitation Policy for Infrastructure Development Project 2014

The government has introduced Land Acquisition, Resettlement and Rehabilitation Policy, paving the way for developers of various physical infrastructure projects to acquire land without affecting livelihood of people who have to be relocated from the area where such projects will be built. The policy, which calls for creation of a scientific standard for land valuation and extension of compensation equivalent to minimum market value of land, is expected to facilitate developers to implement projects, like hydro, roads and transmission lines, on time. This will reduce chances of significant cost overrun, which inflates project cost. Also, a provision in the policy that allows the government to take action against those who try to disrupt land acquisition process or create hurdles for project developers that have acquired land by following the due process is expected to help project developers in completing the projects on time. Policy has tried to address these complex issues of resettlement and rehabilitation so that the country can achieve its development goals without causing adverse impact on living standard of the people who are displaced or affected by the projects.

In this regard, the policy has stressed on the need to first assess economic and social impact of the development project. Based on this, projects will be categorized as high, medium and low risk. High-risk projects refer to those which displace 50 or more households in the mountainous region, 75 or more households in the hilly region and 100 or more households in the Terai. Medium-risk projects, on the other hand, are those that force relocation of less than 50 households in the mountainous region, less than 75 households in the hilly region and less than 100 households in the Terai. Likewise, low-risk projects refer to those which cause productive property to shrink by up to 10 per cent.

Upon evaluation of these impacts, a strategy on land acquisition and compensation must be framed for low-risk projects. But in the case of high- and medium-risk projects, a detailed resettlement and rehabilitation plan must be designed. Also, families should be entitled to compensation if works like installation of transmission, telephone and underground drinking water pipe lines affect livelihood. And in case the projects affect yields of registered commercial crop, fruit or flower producers, compensation equivalent to five years of revenue must be given in cash. All expenses related to land acquisition, compensation and implementation of resettlement and rehabilitation plans should be considered as project cost, according to the policy. Also, interest should be paid on compensation amount depending on the days it took to release funds to those affected by the project. The interest calculation begins from the day a formal decision was taken to operate the project, says the policy. The compensation amount for those affected by the project will be fixed by a five-member compensation committee formed under chief district officer. The committee can form a technical team to determine the compensation amount. This team should derive the compensation amount by working closely with members of families that are likely to be displaced. The policy says that "Once the compensation amount is fixed by the committee, it cannot be reviewed," says the policy. Those not satisfied with land acquisition, resettlement and rehabilitation processes can lodge complaints at a body formed at the project office and complaint hearing offices at district and regional levels.

3.3.7 Pollution Mitigation and Control Regulations, Itahari Sub-Metropolitan City - 2075 BS

The regulation requires the commercial establishments and projects to refrain from activities causing or triggering pollution in the local water bodies, land and overall environment. It also requires the parties to conduct monitoring of the environmental parameters. It has provisioned for penalizing of any entity that causing or triggering pollution in the local environment.

3.4 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. National Drinking Water Quality Standard, 2022
5. Nepal Noise Level Standard, 2012
6. National Indoor Air Quality Standards, 2009

3.5 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)

3.6 List of International 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)

3.7 The World Bank's Safeguard Policies

Table 3.1 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 "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
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
	NOTE: The above OP/BP were proposed to review and integrate in ESMF during the time of submission of proposal. Upon consultation with the World Bank, it is advisable to use the latest standards of the World Bank to be used in ESMF and hence it will be referred and used in the ESIA and in conducting construction phase monitoring.

4. ENVIRONMENTAL & SOCIAL SCREENING, SCOPING, IMPACT IDENTIFICATION, PREDICTION AND MANAGEMENT

Environmental and social impacts are defined 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. In addition, closure and decommissioning phase impacts of the project are also highlighted. These impacts are categorized into impacts on the biophysical environment, health & 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 OP/BP 4.01 is triggered, and only minor cases of OP/BP 4.12 relevant.

Influence Area of the Project

The project's Influence Area has been considered as 500 m both sides from the edge of the road. However, there are other roads also within 200 m. Hence, the influence area varies from around 200 m at some sections and around 500 m at some sections.

Road Width

The actual width required for construction works including carriage way, tick drain, side drain, and footpath.

4.1 Environmental and Social Screening Checklist

Table 4-1: Checklist for Environment Screening

SN	Particulars	Yes	No	Can't Say	Remarks
1.	Is the site vulnerable to major natural or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	Yes			The project area is prone to urban flooding linked primarily to Budhi khola and Tengra khola
2.	Is the project area adjacent to or within any of the following environmentally sensitive areas? <ul style="list-style-type: none"> • Cultural heritage site (historical, religious, traditional, or cultural significance) • Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.) • Wetland/Ramsar Site/Simsar • Forest • Special area for protecting biodiversity/interest • Breeding/nesting ground of wildlife/occurrence of migratory species • Migration route/Wildlife corridor • Any site of national or international importance 	Yes			The project area is not within any environmentally sensitive area Taltalaiya is a natural wetland adjacent to the end section of the proposed road alignment, so considerations need to be taken to avoid any disturbances during the construction phase
3.	Likely impact on trees (including Timber & fruit bearing) and vegetation cover	Yes			Project requires felling of total 45 trees-privately owned 26 trees (3 fruit bearing

					and 23 teak trees); rest were planted by the municipality.
4.	Possibility of degradation of land and ecosystems of surrounding?		No		
5.	Is the project area densely populated?		No		
6.	Heavy with development activities/big industries nearby & type?		No		
7.	Alteration of surface water hydrology of waterways due to the project resulting in increased sediment in streams affected by increased soil erosion at construction site?		No		
8.	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction	Yes			Budhi khola and Tengra khola lie close to the road alignment
9.	Does the sub project require significant extraction of surface or ground water?		No		
10.	Increased risk of water pollution from oil, grease, fuel spills and other materials	Yes			This is probable if campsite is not managed properly
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 Pre-construction/construction/operation phase?	Yes			During construction phase
14.	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?		No		
15.	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation	Yes			Physical hazards like accidents and illness are likely
16.	Noise and vibration due to blasting and/or other civil works?	Yes			However, blasting is not required
17.	Possibility of poor sanitation and solid waste disposal	Yes			Campsite management aspect
18.	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?		No		
19.	Accident risks associated with pre construction, construction & operation phases of project	Yes			Injuries during construction phase, and traffic accidents during operation phase are potential risks
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		The population influx will be in small scale. There will be around 100 to 125 workers during the peak construction period
21.	Risks to community health and safety due to the transport, storage, and use and/or disposal of materials such as explosives, fuel and other chemicals during construction and operation?	Yes			Fuel and lubricants pose potential risks, but explosives are not used in the project

22.	Interference with other utilities and blocking of access to resource/utility	Yes			2 Chautaris (1 in Bhetghat Chowk with 1 Peepal tree and another at Chandani Chowk with Bar-Peepal tree) fall within proposed road width, and design options will be sought to preserve these; 237 electric poles; water supply pipeline of 9.35 km; 1.19 km of irrigation canal (kulo); 5 irrigation crossings and; 5 drainage crossing are within the road formation width
23.	Generation of solid waste and/or hazardous waste during construction/operation of project?	Yes			Campsite operation will pose this threat during construction phase

Table 4-2: Checklist for Social Screening

SN	Particulars		Details
1	Proposed Site Location-		Itahari Sup-Metropolitan City, Ward no. 3 & 4
	1.1	Land requirement for the project	Existing road width ranges from 13.7 m to 15.23 m up to Ch.1+516 km, and from 15.0 m to 18.28 m for the remaining road section. It is an up-gradation of an existing road, and there will be no land requirement
	1.2	Land ownership of the project area: Govt. / Private lands	Land within the proposed road width is already in use by the public. However, the ownership of private land strips is yet to be transferred.
	1.3	Does the project requires acquisition of Govt. land/structures?	No
	1.4	Present use of Govt. Land that will be used for the project activities with Persons/Households using for agriculture, residential, commercial and other purposes	No
	1.5	Does the project require acquisition of private land/structures?	No. The existing road width in use varies from 15.23 m (50 feet) to 18.28 m (60 feet) along the road alignment The project will not require any new land other than existing road which has sufficient width.

SN	Particulars		Details
			<p>The RoW was declared on 2072/06/01 BS, however, ownership of private land strips are yet to be transferred to the sub-metropolitan city. Itahari Sub-metropolitan city will conduct the process of transfer of deeds of these land parcels.</p> <p>(Minute on decision of RoW, and Public Notice in National Daily newspaper regarding the RoW is provided in Annex 1)</p>
	1.6	Present use of Govt. Land that will be used for the project activities with Persons/Households using for; ✓ Agricultural purposes ✓ Residential purposes ✓ Commercial purposes ✓ Other purposes (Indicate)	Public use
	1.7	Does the project require relocation of encroachers/squatters	No
	1.8	Does the project require relocation of community facilities/Govt. establishment or any objects that are of religious, cultural and historical significance	<p>No</p> <p>One Chautari in Bhetghat Chowk and another one at Chandani Chowk falls within proposed road width; Design options will be sought to preserve them.</p> <p>Provisions for protection and management of boundary of Chautaris is provided in Provisional Sum BoQ item, Abstract of Cost A-5</p>
	1.9	Proposed project located in an area where residents are- <ul style="list-style-type: none"> All Mainstream All Indigenous peoples Majority Mainstream or Non-indigenous peoples Majority Indigenous peoples 	<p>Majority Mainstream or Non-indigenous people</p> <p>The indigenous/ethnic people (IP) along the road corridor have been found integrated and living within mixed community</p>
2	Potential Social Impacts- Will the Project cause		
	2.1	Involuntary resettlement of people? (physical displacement and/or economic displacement)	No, resettlement is not required in this project
	2.2	Impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?	No such impact on poor women and children, indigenous people, and/or economic displacement.
	2.3	Will community facilities require relocation?	<p>In total 237 electric and telephone poles will need to be shifted from the existing road section.</p> <p>Water supply pipelines network is located about 9.35 km consideration both side along the proposed alignment.</p>

SN	Particulars		Details
			Additionally, 1.19 km of irrigation canal (kulo) from chainage 3+009 to 4+200 both sides of the road will be affected, and 5 irrigation crossings and 5 drainage crossings also come within the road alignment.
	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 there will be concern of sanitation and solid waste disposal in construction camp and work sites.
	2.6	Possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	Local peoples have knowledge on such communicable diseases but labourers' understanding may be low about possible transmission of communicable diseases
	2.7	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, the up-gradation of road project is a small scale intervention, and there will be only around 75 to 100 workers at a particular time.
	2.8	Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	No. But there will be temporary disturbances to locals during construction works. Traffic management plan will be prepared by the contractor and will be included in Contractor's Site specific ESMP.
	2.9	Describe any other impacts that have not been covered in this screening form	Gender-based violence and GESI aspects; These aspects will be incorporated in ESIA
	2.10	Describe alternatives, if any, to avoid or minimize displacement from private and public lands	No such concerns
	2.11	RAP/ARAP Requirement	No

4.2 Impact Summary

Table 4-3: Overall Impact Summary

<u>Summary</u>	Jute Bikash Chowk (Mahendra Highway) To Taltalaiya Road - 5.385 km
What are the main potential environmental issues/ risks /impacts/ concerns and/or potential positive impacts;	As per the observation, there will not be any major environment issue. Yes, during the expansion of existing road, there will be chances of smooth movement of vehicles including dust pollution and noise pollution which should be properly managed prior to the start of construction work by the concerned contractor.
What is the level of assessment needed in next steps; recommendations based on initial screening for technical planning and design	As per WB safeguard policy, ESIA should be prepared.

Expected positive impacts/benefits to the local communities	The construction of road will give additional livelihood opportunities to the local communities as well as those who want to set up a new business from other parts of nation. Local people will have better connection with the people of other area and they will be able to expand their business too. Local people will have better vehicle facilities in their locality. The expansion of road will make the area livelier than now. It will reduce traffic jam and ease the people's life.
---	--

4.3 Impacts as per the National EIA Guidelines Numerical Scale

Numerical Scale mentioned as depicted in Table 4-4 below is used to analyze 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

4.3.1 Adverse Impacts - Physical Environment (Pre-Construction and Construction Phases)

4.3.1.1 Change in land use

The RoW of the road was declared by the municipality on 2072/06/01 BS (September, 2015). This is an up-gradation of an existing road, and the width of 15.23 m (50 feet) from starting point of Jute Bikash chowk up to Chainage 1+516 km, and RoW is 18.28 m (60 feet) after that up to the end point is available in site. Hence, land acquisition is not required. Since site clearance and excavation works are required, topsoil loss is a likely issue.

4.3.1.2 Quarry materials

The construction of road will require boulders, sand and aggregates in activities like gravelling, construction of retaining walls and other structures. The contractor will not operate its own quarry site. Sand and aggregates can be obtained from Gachhiya and Chisang at a distance of 7.5 km and 25 km respectively. Likewise, reinforcement, bricks and cement can be obtained from local markets of Itahari and Biratnagar. Transportation of quarry materials is another aspect. Anticipated impacts due to transporting construction materials will be direct in nature, medium in magnitude, local in extent and of short term in duration.

Table 4-5: Tentative quantity of quarry materials and borrow pit materials

SN	Item	Estimated Qty. (m ³)	Remarks
1	Granular Sub-Base	12920.15	
2	Crusher run Base	14660.88	
3	Borrow pit materials	27065.55	Will be bought from crusher plants



Figure 4.1: Proposed secondary source of quarry materials at Gachhiya



Figure 4.2: Proposed secondary source of quarry materials at Chisang

4.3.1.3 Contractor's Campsite and Stockpile Area

If not managed well, stockpile sites may pose accidental risks, and there could also be safety issues for the local community of the project area, and its workers. Fuel, chemicals and paints will also be stored in stockpile site within the campsite. If not well managed, they can cause land pollution, and also pose health harms. The impact will be direct in nature, medium in magnitude, site-specific in extent and of short-long term in duration. Campsite area of around 0.3 ha. has been proposed for this purpose at an open space which is a public land located around 100 m East Chandani Chowk, towards Budhi khola, Ward Number 4 (Fig. 4.4 below; also Annex 8).

4.3.1.4 Ambient Air pollution, Noise nuisance and water pollution

Excavation and road widening works will generate dust nuisance in settlements like Jute Bikash Chowk, Bhetghat chowk, Red Cross chowk, Simha chowk, Tribeni chowk, Gartaula chowk, and Taltalaiya area of the project area. Other construction activities causing air pollution are plying of project vehicles, and operation of machinery, etc. Since the road stretch is of short length, the contractor will not establish its own asphalt/hot-mix plant. Hence, associated pollution risks are ruled out. Asphalt will be purchased from licensed suppliers located at Biratnagar.

Noise nuisance is anticipated due to increase of vehicular movements and machinery equipment. Settlements of Jute Bikash chowk, Bhetghat chowk, Chandani chowk, Red Cross chowk, Simha chowk, Tribeni chowk, Gartaula chowk, Taltalaiya chowk and Lions chowk are likely to have greater exposure to noise nuisance.

If not managed well, the project activities may trigger underground water pollution due to leakage of lubricants & discharge of waste water on open land, and may also cause surface water pollution of local water bodies. Water pollution may be caused if sanitation facilities in the campsites are not provided with septic structures. Spillage of fuel and paints may also cause such concerns.

The anticipated impacts on air, noise and water pollution will be direct in nature, low in magnitude, local in extent and of short-term to medium-term in duration.

4.3.1.5 Solid waste generation

Estimated per capita waste generation is 369 grams per person per day, and the waste generation in Itahari Sub-Metropolitan City is 58 metric tons per day. Households contributed 48% of the waste generated, followed by bulk generators generating 19%, and commercial establishments 33%. Waste generated by the contractor's camp and campsites will also fall under the source of commercial establishments. Solid wastes from construction campsites are also likely to be a visible source of pollution. Assuming that per capita waste generation of a worker will also be 0.369 kg/day, every month around 996 kgs of waste will be generated from campsite. Although this is not a big volume of waste, if not managed, it will contribute largely in pollution of the local environment.

Waste generated during dismantling of temporary campsite will be a concern during the end of the construction phase. This may degrade land and cause waste nuisance in the local community.

4.3.1.6 Spoil generation

It is estimated that around 3,082 m³ of spoil will be generated during the construction works. Though not a major problem, spoil disposal will also be one of the environmental concerns during construction phase. If spoil generated during the upgrading of road alignments is not well managed, it will cause pollution on land and surface water bodies. Piling of excavated materials, hauling of spoil materials and its disposal may cause dust pollution while its disposal is also a source of traffic nuisance as well as noise pollution. However, the quantity of spoil generation will not be significant, and will be confined in one site only.

4.3.2 Adverse Impacts - Physical Environment (Operation & Maintenance Phase)

4.3.2.1 Road stability and management

During the operation phase, heavily-loaded vehicles may frequently pass through this route as it passes through the industrial area. In addition to this, it is also linked to Mahendra Highway, and towards Koshi Highway. Hence, if the road is not maintained well, there may be increased concerns of accidents in junctions & at settlements areas like Bhetghat chowk, and this will also increase dust pollution. The impact will be direct in nature, medium in magnitude, site specific in extent and of long term in duration.

4.3.2.2 Water pollution

If traffic management is not given due consideration, there may be malpractices like washing of vehicles at road sides, and along Budhi river which can cause local water pollution. The impact will be indirect in nature, low in magnitude, site specific in extent and of medium to long term in duration.

4.3.2.3 Air pollution and Noise nuisance

Increased vehicular movement is likely to increase emission of carbon and sulfur compounds from vehicles to the atmosphere which increases the pollution level of ambient air along the road corridor. Noise of vehicles and particularly its horns can be a nuisance at the settlement areas, Jute Bikash Chowk, Bhetghat chowk, Chandani chowk, Red Cross chowk, Simha chowk, Tribeni chowk, Gartaula chowk, Puran chowk and Taltalaiya area of wards 4 and 3. The impact will be indirect in nature, low in magnitude, site specific in extent and of long term in duration.

4.3.3 Adverse Impacts - Biological environment (Pre/Construction Phases)

The project will have no impact on wild life, avian fauna, aquatic life and reptiles. The project alignment is neither habitat nor biological corridor of the wild animals.

4.3.3.1 Vegetation loss

There is need of cutting 45 trees along the road width. These are small to medium sized trees with girth size ranging between 300 mm to 900 mm. Trees to be cut include 13 Ashoka (*Saraca asoca*) trees, 2 Badar (*Ziziphus mauritiana*) trees, 1 Papaya tree (*Carica Papaya*) trees, 23 Teak (*Tectona grandis*) trees, 2 Kapur (*Cinnamomum camphora*) trees, 1 Neem (*Melia azadirach*) tree, 2 Guava (*Psidium guavaja*) trees and 1 Jamun tree. Some bamboo stumps also need to be cleared. Among these, 3 fruit trees and 23 teak trees are private, and the remaining are within the ownership of the municipality. The details is provided in Annex 5.

4.3.4 Adverse Impacts - Biological environment (Operation & Maintenance Phase)

There will be no biological impact during the O&M Phase of the project.

4.3.5 Adverse Impacts - Socio-economic and Cultural (Pre-Construction & Construction phases)

4.3.5.1 Land use change

Road construction will be limited to the existing road with which is 13.7 m to 15.23 m from start up to Ch.1+516 km, and 15.0 m to 18.28 m for the remaining length. Hence, additional land is not required for the road upgradation works. Land within the proposed road width is already in public use. The RoW was declared on 2072/06/01 BS (September 2015), and there is existing track of sufficient width to carry out the upgradation work. There are private land parcels within proposed road width of the road alignment. Transfer of deeds of these land parcels is remaining. Temporary land will be required for campsite and stockpile site. These will be leased or rented by the contractor.

4.3.5.2 Damage to private and public utilities

In total, 237 electric poles will need to be shifted from the existing road alignment and new poles will require to be installed. Total of 9.35 km of drinking water pipelines will need to be relocated. There will also be need of replacement of 5 irrigation crossings and 5 drain crossings. Also, 1.19 km of irrigation canal (kulo) from chainage 3+005 to 4+270 both sides of the road will be affected. The irrigation canal is being looked under by the Ward 3 office, and the letter regarding the consent has been provided in Annex 1. Vibration due to movement of heavy construction equipment and due to excavation works may cause damage to houses just close to the road alignment. Such risks are seen at Jute Bikash chowk, Bhetghat chowk, Hulak chowk, Chandani chowk and Puran chowk. However, there might be only minor vibration

related impacts, the details of which cannot be particularized at this stage. This aspect of impact will be site specific, moderate and short-medium term impact.

4.3.5.3 Difficulties in access & mobility to private properties and premises

There is Shree Saraswati Secondary schools right along the road alignment. Also, access and mobility to houses, shops and commercial settings along the road alignment will be partially hindered due to road excavation and upgradation works. Local business and factories might face temporary disturbances. Access and mobility concerns will be even more for the children, school & college goers, elderly and differently-able persons. There are two chautaris with bar-peepal trees, and Taltalaiya park are close to the road alignment. Hence, such issues are likely to be concerning even more during the rainy season.

4.3.5.4 Community Health & Safety

During construction phase, increased number of construction vehicles will be plying the road therefore due to pressure and mismanagement accidents may likely occur. Open trenches are also clear means of accidents, especially for the children, and during night times. Along with this, if exposure to prolonged high level noise, it may also cause adverse health impacts.

4.3.5.5 Occupational Health & Safety

Risks of injuries and accidents, and health issues of workers is one of the potential impacts. Since road project involves hauling of materials like boulders, excavation works, masonry works and other regular construction related works, the workers are always prone to health risks. In addition to this, if the provisions of drinking water and WASH is not adequate, then water borne and other diseases are likely to affect the health of the workers.

4.3.5.6 Social Disturbance/Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and Communicable diseases

The project construction may disturb the local population with interactions of non-local workers. The outside workers may breach local social/cultural norms and values. If code of conduct is not well implemented for the workers, then there can be cases of SEA/SH, GBV and HIV AIDS. Concerns of sexual misconduct and STDs remains a pertinent social risk.

Human trafficking is a problem in the project district as well as per Nepal Human Rights Year Book 2023, INSEC. Hence, there are possibilities that this problem might be seen to be increased - especially for woman & girl trafficking during the construction phase. Under similar circumstances, communicable diseases may spread from workforce to the community. This is more relevant in context of recent threat of CoVID pandemic.

4.3.5.7 Child labour, forced labour and wage discrimination

The Child Labor (Prohibition and Regulation) Act of 2000 establishes the minimum age for work at age 14 and the minimum age for hazardous work at age 16. Any case of child labour violates the national law, and is very likely to expose the child to unacceptable & risky circumstances.

If unforeseen, forced labour will violate the basic human rights of a person. However, this is a less likely case for the project and the project area. If not well monitored, there are always chances of discrimination of wage between male & female, and sometimes also for male workers.

4.3.5.8 Traffic Management Issues

The flow of traffic along or near the proposed area will be affected, especially during the rush hours and peak travel periods. Traffic will be a more important concern for areas like Jute Bikash chowk, Bhetghat

chowk, Puran chowk and Taltalaiya area. Traffic management will need to take into account the flow of visitors to Taltalaiya belt as the road is used also by the visitors and tourists coming to the Taltalaiya park.

4.3.6 Adverse Impacts - Socio-economic and cultural (Operation & Maintenance Phase)

4.3.6.1 Risk of road accidents

During operation phase, if the traffic management is not given due priority, then there is likeliness of increase in road accidents. This is a local and long-term impact with high significance. The road will have cycle land on both sides. This in fact increases road safety for the local cycle riders, however, since this will be of new practice in the project area, there might be some confusions over the use of cycle land. This may cause some issues among cycle lane users and other vehicles plying on the road.

4.3.6.2 Community Health and Safety

Noise nuisance will be one of the concerns to the community. On the other hand, if the cover slabs of broken or removed, there may be chances of accidents - especially for the children. The impacts will be local and long-term and with moderate significance.

4.3.6.3 Impacts due poor maintenance of road-drains

Drainage blockage, overtopping of the roads due to flooding and odour nuisance during removal and disposal of sludge are some of the other impacts that arise during operation phase. These impact will be local, short term and of moderate significance.

4.3.7 Beneficial Impacts

In a broad sense, the project will increase the quality of life of the locals of the project area. The following sub-sections elaborates the major benefits of the proposed road project under both - Construction Phase as well as Operation & Maintenance Phase;

4.3.7.1 Beneficial Impacts during Construction Phase

i. Employment generation and skill enhancement

The contractor can hire locals for skilled, semi-skilled and unskilled works. Apart from income, locals are likely to get On-the-Job trainings as relevant, and will gain experience in road construction works. The sub-project will generate skilled, semi-skilled and unskilled employment opportunities throughout the project life cycle. Priority will be given on sourcing labor requirements locally from the project area itself. In cases that skilled workers are not locally unavailable, they will be recruited from other parts of country. This impacts can be considered significantly positive, and long term in nature.

ii. Increase in Trade and Business

The project will create increased demand of daily commodities like food items, clothings and accessories. In addition to this, there will be increased demand of construction related products and services such as basic building materials, construction equipment, laundry, clothing, food services, cleaning services, excavation, construction material supply, etc. Hence, this will directly increase the trade and business in the project area and its nearby vicinity.

4.3.7.2 Beneficial Impacts during Operation & Maintenance Phase

The qualitative beneficial impacts that are likely to occur during operation & maintenance phase of this road upgradation project are as follows;

i. Improved Transportation Facilities and Decrease in Traffic Congestion

This road upgradation project will enhance the road access and will cater traffic volume as per design capacity. This will help to reduce the traffic congestion in the locality. Improved road transportation facility will make the road transportation more comfortable, and will reduce the wear & tear as well as fuel cost of the vehicles.

The properly designed sidewalks throughout the road alignment, enough lights at intervals of 25 m in settlement area, and bus shelters provided will make it easy for the pedestrians with different needs. Zebra crossings are provided at chainages requiring cross-passages for the pedestrians (*details provided in Annex 6*). Mobility will be comfortable for women, children and elderly. The school-going children, differently-able and elderly people will benefit from this road after completion of the upgradation works.

ii. Rise of Land Value

Proposed road upgradation is likely to lead to increased land values along the road corridor and its vicinity. This will also enhance local peoples'/farmers' capability for borrowing loans from financial institutions on collateral. High value lands are acceptable to banks and other financial institutions to provide loans. This impact will be an indirect, high, significant, local and long-term in nature.

iii. Enhancement in Trade and Business

The improved road facility will ensure continued and smooth flow of products and commodities. This will be supportive mainly for small business, groceries shop, and commercial agriculture productions and local off farm activities. The project area has significant presence of factories, and hence this will enhance their businesses also. During its operation phase, the project will also enhance trade & business of the nearby and surrounding areas of the project area.

iv. Positive Impact in Tourism Sector

Itahari Sub-Metropolitan City is connected to the borders of Gadhi Rural Municipality, Inaruwa, Duhabi, Ramdhuni and Dharan. So, the Taltalaiya area attracts local tourists from these areas. In addition to this, visitors from different places of Nepal and nearby country of India also visit the Taltalaiya area which is spread over around 20 hectares in wards 2 & 3. Hence, improved road transportation will help to promote this area. This road section joins Koshi Highway with Taltalaiya, and also Yippie land amusement and waterpark. These are among one of the important recreational places of Itahari enhancing tourism. Taltalaiya attracts up to 5,000 tourists a day during holidays of the peak tourist seasons of October to mid February. Hence, it is a significant center of tourism of Sunsari district itself, thus the benefits of this upgradation project will be in a larger scale.

v. Enhancement in Access to Social Services

People living along the road alignment, or living close to the road alignment will have improved accessibility to social services like educational institutions, health care facilities, and other social services. Safer and quicker accessibility to available social services means enhancement in use of these social services by the locals.

vi. Increased time saving and reduced travel exhaustion

Better road facility will reduce the time of travelling through connectivity improvement and through smooth travelling experience. Upgradation of the road with urban standard design means easiness for the

drivers as well as the travelers. So this will reduce the difficulties of travelling along partially maintained or gravel/earthen roads. While this will save time and exhaustion for all road users, this will be significant especially for women, children, differently-able and the elderly people.

4.3.8 Summary of Impact Evaluation

The following table summarizes the evaluation of the physical, biological and socio-economic & cultural impacts during pre-construction & construction phase, and during operation & maintenance phase;

Table 4-6: Impact Evaluation Summary

Impacts	Nature	Magnitude	Extent	Duration	Total score and Significance
Beneficial Impacts					
Construction Phase					
Employment generation and skill enhancement	Direct	M (20)	L (20)	St (05)	Significant (45)
Increase in Trade and Business	Direct	M (20)	L (20)	St (05)	Significant (45)
Operation & Maintenance Phase					
Improved Transportation Facilities and Decrease in Traffic Congestion	Direct	H (60)	R (60)	Lt (20)	Highly Significant (140)
Rise of Land Value	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Enhancement in Trade and Business	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Positive impact in Tourism Sector	Indirect	M (20)	Ss (10)	Lt (20)	Significant (50)
Enhancement in Access to Social Services	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Increased Time Saving and reduced travel exhaustion	Indirect	M (20)	L (20)	Lt (20)	Significant (60)
Adverse Impacts					
Physical Environment					
Construction stage					
Land use change	Direct	L (10)	Ss (10)	Lt (20)	Significant (40)
Quarry materials	Direct	L (10)	L (20)	Mt (10)	Significant (40)
Contractor's Campsite and Stockpiling	Direct	M (20)	L (10)	Mt (10)	Significant (40)
Ambient Air pollution, Noise nuisance and water pollution	Direct	M (20)	L (20)	St (5)	Significant (45)
Solid waste generation	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Spoil generation	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Operation & Maintenance					
Road stability and management	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Water pollution	Direct	M (20)	Ss (10)	Mt (10)	Insignificant (40)
Air pollution and Noise nuisance	Direct	L (10)	Lc (20)	Mt (10)	Insignificant (40)
Biological Environment					
Construction Phase					
Vegetation loss	Direct	L	Ss	St	Insignificant

Impacts	Nature	Magnitude	Extent	Duration	Total score and Significance
		(10)	(10)	(5)	(25)
Socio-economic Environment					
Pre-construction & Construction Phase					
Land use change	Direct	M (20)	Ss (10)	Lt (20)	Significant (60)
Damage to private and public utilities	Direct	M (20)	Ss (10)	St (5)	Insignificant (35)
Difficulties in access & mobility to private properties and premises	Direct	H (60)	Ss (10)	Mt (10)	Very Significant (80)
Community Health & Safety	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Occupational Health & Safety	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Social Disturbance / Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and Communicable diseases	Direct	L (10)	L (20)	Mt (10)	Significant (40)
Child labour, forced labour and wage discrimination	Direct	L (10)	L (20)	Mt (10)	Significant (40)
Traffic Management Issues	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Operation & Maintenance Stage					
Risk of road accidents	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Community Health and Safety	Direct	M (20)	Ss (10)	Mt (10)	Significant (40)
Impacts due poor maintenance of road-drains	Direct	L (10)	Ss (10)	St (05)	Significant (25)

4.4 Mitigation Measures

4.4.1 Mitigation Measures for Adverse Impacts - Physical Environment (Pre-Construction and Construction Phases)

4.4.1.1 Change in land use

The land use change is an irreversible aspect of the project. However, topsoil will be conserved and re-applied. If any amount of top soil generated will be also be used in greenery management, plantation and will be given to farmers upon request. Spoil from sites within road width will be used for the completed road formation batters after approval by the Supervising Consultant.

4.4.1.2 Quarry materials

The Contractor will obtain required construction materials from the legally operating licensed crusher industries with environmental clearance for GoN. Amount of quarry materials to be obtained will be included in Contractor's Environment and Social Management Plan (C-ESMP) to be submitted within 45 days of commencement of works. PIU & DSC will check the site requirements and quality of quarrying material and approve it. The potential sources for quarry materials have been mentioned in sub-section 4.3.1.3 above. Borrow pit materials will be bought from the private quarry sites. If any new borrow pit sites need to be operated, the contractor will identify and get approval from the municipality based on DSC's recommendation.

4.4.1.3 Contractor's Campsite and Stockpiling

An area of around 0.3 ha. has been proposed for this purpose at an open public land located around 100 m East Chandani Chowk, towards Budhi khola, Ward Number 4 (*Photo in Annex 8*). This will be finalized only during the stage of mobilization of the contractor. (*Ref. Fig. 4.4 below*). However, this will be finalized only during the stage of mobilization of the contractor. Contractor will be responsible to present the details in C-ESMP with map. The site will be well fenced, and provided with a 24-hour guard. The construction materials will be covered and the site will be provisioned with proper lighting system. Fuel and chemicals/paints will be stored in a well contained systems with proper book-keeping. Adequate space for sleeping, separate dining space, standard WASH facilities and potable water to be provisioned for the workers. The site will be reclaimed after the closure of the facility.

4.4.1.4 Ambient Air pollution, Noise nuisance and water pollution

Water will be sprinkled on the road surface as required during construction to control dust. Active sites and stretches along settlement areas like Jute Bikash chowk (Mahendra Highway), Bhetghat chowk, Chandani chowk, Simana chowk, Puran chowk and Taltalaiya will be due considered. This will be scheduled and prioritized with focus on dry seasons. The construction vehicles will be regularly well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. The vehicles carrying construction materials will ensure that it is well covered so as to avoid littering. Waste burning will be strictly prohibited. Use of fuel wood in the campsite will be strictly avoided and provision of LPGs, electric cook heaters will be used.

Heavy construction equipment will be operated during the day time only (preferably, after 8 am and up to 6 pm only). For the safety of construction workers, dust mask and earplugs will be provided to workers as required to avoid impact due to air and noise while on duty. With respect to noise nuisance to settlement areas like Jute Bikash chowk (Mahendra Highway), Bhetghat chowk, Puran Chowk and Taltalaiya, the local ward chairpersons and local community members will be regularly consulted to schedule works involving heavy equipment so as to avoid noise nuisance during major social & cultural events.

Disposal of construction spoil in and nearby water bodies (*Budhi khola & Tengra khola*) will be strictly prohibited. Such spoil will be disposed of at the designated spoil sites as recommended in the C-ESMP. Similarly, the contamination of water by the use of cement and bitumen will be avoided and strongly monitored. Proper storage of chemicals and lubricants, and use of absorbents for emergency spills will be provisioned. Washing of vehicles at bank of Budhi khola will be strictly prohibited. The contractor will arrange for sufficient water supplies and proper sanitation facilities for its labor force. Ambient water quality will be monitored as per parameters and national standards provided in Annex 3.

4.4.1.5 Solid waste management

Solid waste generated from the camps will be disposed within the proposed camp site only (as recommended in the C-ESMP), away from local water bodies and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. Regarding the waste generated during decommissioning of the temporary campsite, the reusable like cardboards, plastics, bins, etc. will be sold, the metal scrap will be sent or sold to scrap dealers, and any residue will be disposed off in coordination with the local ward/municipal authority through the solid waste management (collection & disposal) system of the municipality. The land will be cleared and restored to the satisfaction of the landholder or the local authority. Soak pits or septic tanks will be established for the sanitation units/latrines.

4.4.1.6 Spoil management

An open space located around 100 m East from Chandani Chowk, towards Budhi khola, Ward Number 4 with area of around 800 sq. meters has been proposed as spoil disposal site (*Ref. Fig. 4.4 above*). Construction debris will be disposed at designated spoil site only (as recommended in the C-ESMP), away from local water bodies and efforts will be made to minimize such waste through reuse, reduction, and recycling concepts. While hauling and storing spoil temporarily, spoil will be covered with plastic/tarpaulin cover. The specific conditions for spoil disposal and its management will be included in the construction contract.

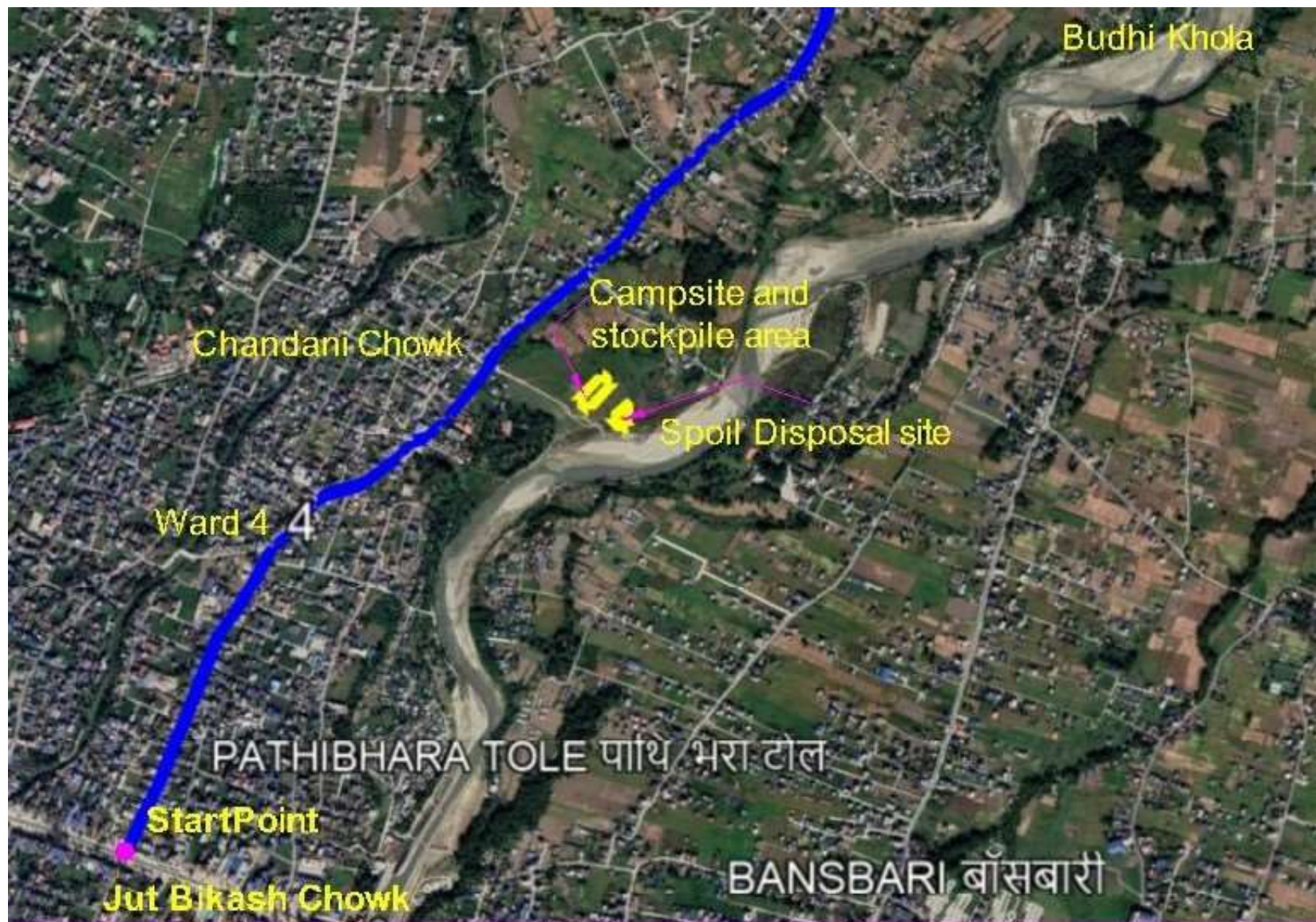


Figure 4.3: Proposed Campsite, Stockpile site & Proposed Spoil Disposal site - WN 4

4.4.2 Mitigation Measures for Adverse Impacts - Physical Environment (Operation & Maintenance Phase)

4.4.2.1 Road stability and management

The probability of flood disaster and climate change resilience have been considered during the design of the road. Maintenance of the road will be a key factor further. The municipality will be suggested for the periodic maintenance. It is also recommended that awareness activities to be carried out in community level to reduce the incidences of disposal of waste into road-side drains. Speed limit signs will be placed. Awareness activities on this topic will be included in the awareness campaign carried out during the later stage of construction phase. It is recommended that the road will be provisioned with proper traffic management system. This will be the responsibility of the local authority in coordination with local traffic control office/DTO.

4.4.2.2 Avoiding Water Pollution

Washing of vehicles at bank of Budhi khola will be strictly prohibited. Likewise, disposal of any septic or industrial wastewater into the roadside drains will be strictly prohibited. This will be the responsibility of the local authority.

4.4.2.3 Air pollution and Noise nuisance

There will be a consensus between the Itahari Sub-Metropolitan City, District Transportation Office, transportation entrepreneurs, and local people regarding the operation of conditioned vehicles to prevent impacts during operation. Campaigns like 'No Horn' campaigns can be initiated by the local authority. The project vehicles will be provisioned with soft-horns. This will be monitored by Itahari Sub-Metropolitan City during the time of operation.

4.4.3 Mitigation Measures for Adverse Impacts - Biological environment (Pre-Construction & Construction Phases)

4.4.3.1 Vegetation loss

Compensatory plantation will be carried out at the rate of 10 trees per tree cut. Hence, 450 trees need to be planted to compensate the loss of 45 trees in coordination with the Itahari Sub-Metropolitan City. In addition to this, greenery promotion works will be carried out. Roadside plantation, plantation at open public land, and parks will be carried out as a part of enhancing climate resilience in the project area. Compensation of 26 private trees at the rate of NPR 2,500 per timber tree (23), and at the rate NPR 3,500 per fruit trees (3) needs total NPR 68,000 to be provided by Itahari Sub-Metropolitan City for total of 26 private trees. The private tree owners were consulted and informed about safeguards provisions during field study, and then a consultation was carried out. The compensation amount has been discussed and agreed among the local representatives in presence of the technical team of Itahari Sub-Metropolitan City office (*Minute in Annex 1*). The details of private trees and list of tree owners is provided in Annex 5.

4.4.4 Mitigation Measures for Adverse Impacts - Socio-economic and Cultural (Pre-Construction & Construction phases)

4.4.4.1 Land use change

There is no need of acquisition of land for the road upgradation works. The proposed road width is within the existing road width already under public use. There are no any outstanding issues or grievances related to the land that is in public use at the moment. In case of land parcels falling under the Road width, the municipality will initiate and complete the process of transfer of deeds. Letter of Itahari Sub-Metropolitan City office regarding this has been provided in Annex 1. Temporary land will be required for campsite and stockpile site. An area of around 0.3 ha. has been proposed for this purpose at an open public land located around 100 m East Chandani Chowk, towards Budhi khola, Ward Number 4 (*Photo in Annex 8*). These will be leased by the contractor. As far as applicable, non cultivable land will be used for the purpose.

4.4.4.2 Damage to private and public utilities

Timely coordination will be carried out with the electricity authority for shifting of the poles. This will required installation of new electric poles. All the cost of poles, wires and accessories have been provided in Abstract of Cost: A-1 of BoQ. Water supply pipelines will be reinstated in coordination with the *Itahari Khanepani Upabhokta Sanstha*. The project will ensure that affected households have unhindered access to the water supply. During the time of excavation, if piped water supply cannot be supplied, potable tanker water supply will be provisioned. The drainage crossings and irrigation crossings will be restored. Also, 1.19 km of irrigation canal (kulo) from chainage 3+009 to 4+200 both sides of the road will be adjusted within the side drain. This has been discussed with WN 3 office as the irrigation canal is currently under care of the ward office (*Letter in Annex 1*). The cost of relocation of utilities has been calculated and included in BoQ item A-1 & A-2. Two chautaris will be protection and conserved, and cost has been included in BoQ A-5 under provisional sum.

To avoid the damages from vibration, the heavy equipment like dozer will be used with caution, and excavation works close to private properties will be carried out under close observation of the locals/owners. Photographic evidence of pre and post construction will be documented as per requirement. Any cracked walls or damaged portions due to vibration effect will be reinstated.

4.4.4.3 Difficulties in access & mobility to private properties and premises

Ramps have been provisioned at a total of 35 points. Metal planks and wooden planks will be placed to ease the access to private houses and shops. These additional provisions will be placed tentatively at 25 points. Safety barriers like caution tapes and hard barricades will be installed around the construction sites ensuring safety. Notices and sign boards will be placed regarding diversions and blockages will be placed at visible sites in local languages. Traffic diversions will be maintained where possible along the alignment. Traffic Management Plan will be prepared by the contractor and will be implemented accordingly. The plan will be submitted together with C-ESMP.

4.4.4.4 Community Health & Safety

Barricades, including hard barricades at deep excavated sites, will be placed to avoid any accidental falls. Sign boards with safety messages and warnings will be placed in local languages. 'Drive slow' messages will be placed along the active working sites. The dug trenches will be backfilled with immediate effect after the construction purposes are met. Safety signage boards together with hard barricade will be in place to avoid any accidental hazards due to deep excavated trenches. Work delay will be avoided. Awareness activities will be conducted to inform and aware the locals about the possible risks to the community health & safety.

4.4.4.5 Occupational Health & Safety

Awareness and orientations will be carried out to the workers to inform and aware them about nature of works, associated risks and measures to avoid any injury or risk. 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. Personal Protective Equipments (PPEs) such as hard hat, visibility vest, safety shoes, safety goggles, gloves etc. as required will be provided to the workers. Use of the PPEs will also be monitored through the Design and Supervision Consultant (DSC) team. First aid boxes will be provided at campsites as well as active working sites. Code of Conduct (CoC) will be implemented for the operators, drivers and labourers. Proper WASH provisions will be provided in the labour camps. Toilets will be provided at the ratio of at least 1 unit for 15 people. Provision of potable water for the workforce will be ensured. Water quality test to be carried out based on the list of parameters provided in Table B-1 of Annex 3 of this document, and compliant to National Drinking Water Quality Standard, 2079 BS.

4.4.4.6 Social Disturbance / Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and Communicable diseases

Locals will be given due priority for any employment opportunity in the project's construction phase. The contractor will hire the skilled, semi-skilled and unskilled workers from local communities if the criteria for the contractor's works are matching. This will reduce any social grievances and will help enhance social harmony among the contractor's workforce and local communities. Code of Conduct (CoC) will be implemented for the operators, drivers and labourers. Separate toilets for male and female workers will be provisioned. Awareness activities will be conducted for the workers as well as the local community regarding SEA/SH, Human trafficking, GBV, and HIV AIDS. During community consultations, it was shared that family disputes, like disputes between husband and wife, were there in the project area. As per the Nepal Human Rights Year Book 2023 by the Informal Sector Service Centre (INSEC), there are recorded cases of polygamy, rape and human trafficking in Sunsari. Hence, awareness activities are required to avoid any such potential cases in the project area - especially because the project district is close to the Nepal-India border.

Hiring locals as much as possible will help avoid these problems. In addition to this, the project has formed a Grievance Redress Committee in municipal level in October 2023, and also an Anti-Harassment Cell has been formed in July 2023. These mechanisms will be used to address any social issues, SEA/SH issues, human trafficking issues, and GBV issues in relation to the project. Under circumstances of possible outbreak of CoVID, health screening of the workers will be carried out before joining them into workforce, and this will be carried out on regular basis. Such provisions will be arranged through Emergency Response Plan of the contractor.

4.4.4.7 Child labour, forced labour and wage discrimination

Child labour will be strictly prohibited. The contractor will be strictly supervised to verify any suspicious cases through the Citizenship card or other valid personal ID card. Awareness among the workers and the local community will be raised through awareness events addressing the concerns of child labour. Likewise, forced labour will be strictly prohibited. Equal wage for male and female workers will be ensured. The local authority and DSC will monitor on this with the contractor's team. Any malpractices under these aspects will be addressed through GRM of the project.

4.4.4.8 Traffic Management Issues

Traffic awareness will be raised through awareness events in the project area. Road design will consider road furnitures and amenities required to reduce the risk of road accidents. Traffic sign boards and messages, in local languages, will be placed at main chowks, junctions and start-end points of the road alignments. Diversions will be identified, and a brief Traffic Management Plan will be prepared by the contractor for the peak construction phase of the project.

4.4.5 Mitigation Measures for Adverse Impacts - Socio-economic and cultural (Operation & Maintenance Phase)

4.4.5.1 Risk of road accidents

Traffic awareness will be raised through initiatives of the local authority. The local authority will seek support from the traffic management office. Since this project has Cycle track, there will be need of proper information regarding use of cycle lanes through use of traffic sign boards, and safety sign boards along the road alignment. Cycle lane will be painted with green symbolic notations with figure of cycle. Traffic sign boards and messages, in local languages, will be placed at main chowks, junctions and start-end points of the road alignments. Speed limits will be defined. The local authority will be responsible for this.

4.4.5.2 Community Health and Safety

The road design has considered the requirements of EWCD (Elderly, women, child and disable) friendly design. Campaign like 'No Horn' can be initiated by the local authority. This will be monitored by the DSC team. The project will ensure that the side drain cover slabs are all intact. Street lights will be placed along the road alignment. Sign boards with safety messages will be placed at chowks and strategic locations along the road alignment.

4.4.5.3 Impacts due poor maintenance of road-drains

Awareness activities will be carried to stop disposal of waste into the road-side drains. Drainages will be regularly cleared under periodic maintenance schedule. Road side plantation of aromatic and green-cover plants like *Kapur* and *Ashoka* will be carried out along the road alignment.

5. SEXUAL EXPLOITATION AND ASSAULTS (SEA)/SEXUAL HARASSMENT PREVENTION & RESPONSE ACTION PLAN

5.1 SEA/SH - National Scenario

The current status of gender inequality and gender-based violence (GBV) in Nepal reveals the serious need to mainstream gender sensitivity and GBV risk mitigation measures, and more specifically, sexual exploitation and abuse, and sexual harassment (SEA/SH) risk mitigation measures at all organization levels and in all phases of project cycles. In Nepal, SEA/SH is prevalent due to unequal gender relations and discrimination towards women in both the public and private sphere. It has direct implications on the reproductive health status of women and on the physical, emotional, and mental health of their children.

Based on the 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 Risk Mitigation Action Plan has been developed for NUGIP based on this assessment and includes specific measures that aim to prevent and mitigate GBV, in particular 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. The SEA/SH Risk Mitigation Action Plan is included under Chapter 7 of the ESMF for NUGIP. The plan applies to all sub-projects under NUGIP and provides recommended actions for addressing and mitigating SEA/SH risks.

5.2 The Purpose of SEA/SH Risk Mitigation Action Plan

The project draws upon NUGIP SEA/SH Risk Mitigation Action Plan to address and mitigate against any SEA/SH risk during subproject implementation, and will make any adjustments as required to meet subproject specific SEA/SH risks that were identified during ESIA preparation. The purpose of the action plan is to identify the issues, stakeholders, possible service providers and assess their capacity and document the legal and institutional mechanisms that aid in accessing grievance redress process. The subproject will focus on sensitizing the communities and other stakeholders and strengthening institutional capacities. The details of activities are provided in Table 5-1. A survivor-centric approach is followed whereby all through the subproject, victim/survivors' care and providing access to different referral mechanisms are considered key aspects of this plan.

5.3 SEA/SH Risk Mitigation Action Plan Principal and Approach

The survivor-centric approach is a human-rights based approach which aims to create a supportive environment in which the survivor's rights are respected and in which she is treated with dignity and respect (UNICEF, 2010). This approach helps to promote survivor's recovery and ability to identify and express needs and wishes, as well as to reinforce the survivor's capacity to make decisions about possible interventions (GPN - Addressing SEA/SH in civil works, World Bank 2020). The key principals of this approach are:

- To treat victimized women/girls with dignity & respect instead of being exposed to victim blaming attitude; and not to deal the issue through the feeling of powerlessness.
- To maintain privacy confidentiality and safety instead of exposure.
- Do not discriminate survivor based on gender, age, race/ethnicity, ability, sexual orientation, HIV status or any other characteristics.
- Enable timely access to quality services as required by the survivor
- Ensure informed consent of the survivor since the survivor has the right to understand the options and decide whether to talk about the incidence or not

5.4 Additional SEA/SH Risks in relation to Labor Influx

All labor requirements cannot be met through hiring from the local community, for various reasons including worker unavailability and lack of skilled labor, therefore the contractor will hire labor externally according to need. In many cases, labor influx is compounded by influx of other people who appear in the project area along with the development of the project for various reasons including to seeking opportunities to sell goods, and services. The social impacts resulting from labor influx are critical to address, as even a modest labor influx may lead to negative impacts on the host community. Below are potential risks in the subproject area which are associated with labor influx:

- Risk of social conflict due to conflicts like high consumption of alcohol, and dispute/fights in the local area
- Increased risk of illicit behavior and crime that includes theft, physical assaults, substance abuse, and human trafficking.
- Influx of additional population followers like workers families, traders, suppliers, vendors and traders of different types
- Burden on and competition for public service provision due to increased population, increased density of traffic on roads, increased patients and accidents in the workplace
- Increased risk of communicable diseases and burden on local health services
- Child labor & school dropout due to increased job opportunity & forced labor due to poverty
- Increased pressure on accommodations and rents, traffic and inflation of price

5.5 Mitigating against SEA/SH risks

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

- Reduce labor influx by using local human resources, and prioritizing in the local wards & municipality. Training can be conducted to train or upgrade the performance
- Awareness programs related to community and workers, trafficking, sexually transmitted disease etc. to be conducted (for workers & community) for social harmony
- School-Based Awareness Programs about development, environment, social cultures, probable impacts during construction and operation
- Management of Alcohol and drug abuse through implementation of code of conduct and the provision of punishment for breaching of the code of the conduct
- Building Capacity for SEA/SH mitigation through the integrated approach of the locals and the security forces. Coordination will be carried out with the local authorities including local police station.
- Managing the influx of other people into the area.
- Communicable diseases like AIDS, CoVID etc. & to apply strict preventive measures
- Child labor & school dropout should be enforced by cross examining the use of child labor
- Increased pressure on accommodations and rents, traffic and inflation of price as the workforce will be better using the rented house & due to high demand the price may surge
- SEA/SH related to female workers by providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site.

5.6 SEA/SH, GBV Risk Mitigation Action Plan

As noted above, the subproject will draw on the SEA/SH Risk Mitigation Action Plan developed for NUGIP, which is included in the NUGIP ESMF and provided in Table 5.1 below;

Table 5-1: SEA/SH, GBV Risk Mitigation Action Plan

SN	Objective	Indicator	Measures	Timeline	Responsibility	Cost (NPR)
1	Include the assessment of SEA/SH, GBV 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, GBV 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, GBV risks in project are, as identified and include the main measure agreed to with the local administrative office Map out SEA/SH, GBV 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
2	Reflect SEA/SH risks, and measures to address them, 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. It has been discussed with local stakeholders to conduct orientations / awareness events on SEA/SH, GBV aspects	Year 1 (during preparation of ESMP)	Itahari Sub-Metropolitan City (local body) /PIU	SEA/SH costing is included in ESMP matrix
3	Develop stakeholder engagements plan and inform communities in project areas of SEA/SH risks and options for response	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)	During preparation of ESMP, beginning of construction, and during construction	Local Body /PIU	ESIA covers stakeholder consultation costs; construction phase stakeholder

SN	Objective	Indicator	Measures	Timeline	Responsibility	Cost (NPR)
			and awareness and consultations carried out. This plan will be implemented during the project construction.			engagements costs should be inbuilt into overall budget
4	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.	CoC will be included in the contract document. Training on the CoC will be provided. It has been discussed with the Itahari Sub-Metropolitan City officials for implementation of CoC during project construction phase	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
5	Expert support on SEA/SH to advise and monitor action plan during project implementation	Appointment of a Specialist Measure effectiveness of the SEA/SH Action plan	Social specialist/any designated focal person will be assigned to oversee this responsibility. Coordinate, report to and work closely with the specialist from NUGIP on the implementation and monitoring of SEA/SH action plan	Year 1	Local Body /PIU	Included in Project Cost
Project Construction						
6	Codes of Conduct signed and understood	Number of people officially oriented and trained	CoC will be implemented for all workers and orientation will be provided to the operators, drivers and labourers Ensure CoCs are clearly understood, signed and behaviourally applied to the job site Disseminate CoCs (including visual illustrations) and discuss with employees and surrounding communities.	During subproject implementation	Contractor, PIU	Built into overall project cost

SN	Objective	Indicator	Measures	Timeline	Responsibility	Cost (NPR)
			The World Bank approved CoC is attached in Annex 7			
7	Awareness on SEA/SH	Number of participants and the awareness materials and the resources on project area	<p>Awareness to the woman children school students and the professionals that includes</p> <ul style="list-style-type: none"> - Community based-awareness program - School based awareness program <p>The project should work with women's groups to support the awareness programs.</p> <p>Two (2) events of awareness on SEA/SH, GBV (at least 25 participants in each orientation/training, during first 2nd & 3rd Quarter - Year 1)</p> <p>Two (2) events of awareness on Women/Girl Trafficking (at least 24 participants in each orientation/training; during 3rd & 4th Quarter-Year 1)</p> <p>Two (2) events of awareness on HIV AIDS & Communicable diseases (at least 25 participants in each orientation/training; 1 event during 1st Quarter-Year 1, another to be scheduled as per requirement)</p>	During subproject implementation	<p>PIU, Contractor, Concerned Specialist, Ward office CBO/NGOs working in area</p> <p>Contractor (Support of DSC & Coordination of PIU)</p> <p>Contractor (Support of DSC & Coordination of PIU)</p> <p>Contractor (Support of DSC & Coordination of PIU)</p>	<p>The costs are included in ESMP matrix</p> <p>NPR 150,000</p> <p>NPR 150,000</p> <p>NPR 150,000</p>
8		Availability of an effective GRM with multiple channels to initiate a complaint	The GRM allows for the appropriate referral of sub project-related complainants.			

SN	Objective	Indicator	Measures	Timeline	Responsibility	Cost (NPR)
	Grievance Redress Mechanism	<p>relating to / parallel SEA/SH</p> <p>Number of GRM members trained.</p> <p>Inclusive GRM system in place.</p> <p>Number of SEA/SH issues which have been referred to GBV Services Providers</p>	<p>-Discourage or prevent harassment anti-harassment policies in the workplace.</p> <p>At the subproject level, select one women member as first point of contact for the survivors of SEA/SH and provide appropriate training to them.</p> <p>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 entry-points</p> <p>Maintain proper documentation is maintained for complaint registration and management</p>	During subproject implementation	Social specialist/ designated focal person to oversight gender related issues of the Project	Built into overall project cost and SEA/SH awareness raising outlined above
9	Implement appropriate subproject-level activities to reduce SEA/SH risks prior to civil works commencing	Documentation of measures taken to reduce SEA/SH risks.	<p>Have separate, safe and easily accessible facilities for women and men working on the site.</p> <p>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.</p> <p>Visibly display signs around the project site (if applicable) that signal</p>	During subproject implementation	PIU, Gender Specialist of the project.	Include in Project Cost

SN	Objective	Indicator	Measures	Timeline	Responsibility	Cost (NPR)
			to workers and the community SEA/SH is prohibited. As appropriate, public spaces around the subproject grounds should be well-lit.			
Project Monitoring						
10	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, Concerned specialist	

Note: The requirements of the SEA/SH Risk Mitigation Action Plan must be included in CESMP document prior to start of construction works.

6. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

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 BOQ. The contractor is required to submit the Contractor's Environment, Health, and Safety Management Plan within 45 days of the commencement of the work. The client/consultant will review the Contractors EHS plan 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 ESMP should 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).

As all the ESMP costs and activities are included in the BoQ, the budgetary activities lie within the contractor's responsibility. The DSC within the 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 UDST. The contractor must ensure Environmental Management and Mitigations addressing ESMP and mitigation management as shown in table below;

Table 6-1: Environmental and Social Impact Mitigation Plan

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
Physical (Construction Phase)				
1.	Land use concerns	<ul style="list-style-type: none"> Leaseholder or rental contract will be maintained for any temporary land required for the project. Fertile topsoil will be conserved and reapplied as and when possible. All the temporary acquired land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC. Spoil disposal site of WN 4 will be reclaimed to open space with proper grade 	Contractor	
		<ul style="list-style-type: none"> Prior notification (2 months' before award of construction contract) for avoiding crop plantation within road width will be given. 	Itahari Sub-Metropolitan City	
2.	Use of quarry and borrow materials	<ul style="list-style-type: none"> Contractor will obtain required construction materials from the legally operating crusher industries only. In case of borrow pits materials, The contractor will bring borrow pit materials from crushers 	Contractor	
		<ul style="list-style-type: none"> PIU & DSC will check the site requirements and quality of quarrying material and approve it. 	DSC/client	
3.	Issues of stockpiling	<ul style="list-style-type: none"> 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. The proposed public land for campsite and stockpiling lies in WN 4. 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 site will be well fenced, and provided with a 24-hour guard. The site will be provisioned with proper lighting system. 	Contractor	
4.	Ambient air Air pollution in the construction locality	<ul style="list-style-type: none"> Water sprinkling (at least 3 times a day) at dry exposed surfaces and stockpiles of aggregates as necessary. Require trucks delivering aggregates and cement to have tarpaulin cover. Limit speed of construction vehicles in access roads to maximum of 30 kph. All diesel generators, haul trucks, pavers, graders, and rollers, required to comply to regulations prior to use No firewood for cooking and heating bitumen and incineration of wastes will be allowed by the contractor. Burning of waste (from campsite) will be strictly prohibited. 	Contractor (Supervision support of Design & Supervision Consultant)	Included within BoQ, Abstract of Cost B-6

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
		<ul style="list-style-type: none"> Maintenance of vehicles on regular basis. Ensure use of equipment and fuel complying with applicable emission standards. Stockpiles of construction materials will be done away from roadways and from riverbanks. Air quality monitoring (at least 3 times during construction phase). 		NPR 270,000 for air quality monitoring
5.	Noise nuisance	<ul style="list-style-type: none"> Involve the local authority and the community in planning the work program so that any particularly noisy or otherwise invasive activities can be scheduled to avoid sensitive times Restrict noisy construction activities at night-time Minimize drop heights when loading and unloading coarse aggregates Horns should not be used unless it is necessary to warn other road users or animals of the vehicle's approach Utilize modern vehicles and machinery with the requisite adaptations to limit noise and exhaust emissions, and ensure that these are maintained to manufactures' specifications at all times Soft horns to be used, and use silent type generators (if required) If it is not practicable to reduce noise levels to or below noise exposure limits, the contractor will post warning signs in the noise hazard areas. Identify any building at risk from vibration damage and avoiding any use of pneumatic drills or heavy vehicles in the vicinity Contractor will monitor noise level along the construction site monthly. Complete work in settlement areas as quickly as possible 	Contractor (Supervision support of Design & Supervision Consultant)	Cost of Noise level monitoring comes within the Air Quality monitoring phase
6.	Impact on water bodies (Budhi khola, and Tengra khola)	<ul style="list-style-type: none"> Earthworks generating higher amount of spoil will be conducted during dry season to avoid the difficult working conditions that prevail during monsoon season such as problems from runoff. Location for stock yards for construction materials are identified at least 100 m away from water courses. Place for storage of fuels and lubricants will be away from any drainage leading to water bodies. Washing of project vehicles at river banks will be restricted. Proper storage of chemicals and lubricants, use of spillage kit to avoid spillage. Take all precautions to prevent entering of wastewater into streams, watercourses, or irrigation system. Install temporary silt traps or sediment basins 	Contractor (Supervision support of Design & Supervision Consultant)	NPR 100,000

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
		<ul style="list-style-type: none"> While working across or close to any water body, the flow of water must not be obstructed. Ensure no construction materials like earth, stone, are disposed in a manner that may block the flow of water of any watercourse Proper and timely implementation of design measures to avoid impact of water discharge at the outfall point Water quality monitoring (Budhi khola & station will be where the road alignments are closest) to be carried out as per requirement (at least 6 samples; 1 before starting work and should be included as baseline in CESMP, 4 quarterly, and 1 during end period of the project) and the parameters will be as per the requirements provided in Annex 3 Any disposal on Budhi khola and Tengra khola will be prohibited; fishing by the workforce will be strictly prohibited; Washing of project vehicles along the river bank will also be prohibited; Awareness activities will be carried out for the workforce (during 1st & 3rd Quarters - Yr. 1; at least 30 participants/event) 		<p>NPR 120,000</p> <p>NPR 50,000</p>
7.	Solid waste and spoil generation	<ul style="list-style-type: none"> Waste minimization and waste segregation will be prioritized; 3R approach will be promoted. Composting of organic waste generated from the camps will be disposed within the proposed camps. Containment of hazardous waste will be carried out. Awareness raising event will be carried out. Decommissioning waste will be re-used, sold to local scrap dealers. Coordination with local municipality team for final disposal into the municipality's waste collection & disposal system. It has been planned that basic facilities like composting, waste segregation, etc will be started from first month/quarter of contractor's mobilization; other practices under 3R approach (e.g. waste minimization) will be carried out through out; and awareness events will be carried out every quarter (detailed plan will be provided in C-ESMP document) Disposal of spoil into water bodies will be strictly prohibited. Generated spoil will be disposed only at designated spoil disposal sites. Details of disposal sites will be confirmed during construction by the contractor and will be presented in the C-ESMP. 	Contractor	NPR 150,000

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
8.	Others	<ul style="list-style-type: none"> Contractor will dispose all the chemical wastes generated during the time of construction safely without interrupting the existing nearby settlements, water bodies, forests and wildlife. 		
Physical (Operation & Maintenance Phase)				
9.	Road Stability and Drainage Management	<ul style="list-style-type: none"> Regular/periodic maintenance of the road Construction of drainage system to mitigate possible inundation in the settlements along the project alignment Ensure proper compaction as per design Awareness activities to be carried out in community level to reduce the incidences of disposal of waste into road-side drains 	Itahari Sub-Metropolitan City	<p>Included within BoQ, General B-6</p> <p>Included within BoQ, Abstract of Cost A-6</p>
10.	Air pollution and Noise nuisance	<ul style="list-style-type: none"> There should be a consensus between metropolitan, District Transportation Office, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles Campaigns like 'No Horn' and use of soft-horns can be initiated by the local authority 	DTO, transportation entrepreneur, local people	No extra cost will be required.
11.	Water pollution	<ul style="list-style-type: none"> Disposal of any septic or industrial wastewater into the roadside drains will be strictly prohibited Washing of public and private vehicles at river banks will be restricted 	Itahari Sub-Metropolitan City	No extra cost will be required.
Biological (Construction Phase)				
12.	Vegetation loss	<ul style="list-style-type: none"> Compensatory plantation of 450 trees, @ 1:10 for each tree cut Greenery promotion works will be carried out along available greenery belt along the road alignment Compensatory plantation (as per plan in Annex 5) and greenery promotion works will be carried out at open public space close to bank of Budhi khola in WN 4, and also along available greenery belt along the road alignment 	Contractor (Coordination of Itahari Sub-Metropolitan City, and Supervision support of DSC)	NPR 750,000

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
		<ul style="list-style-type: none"> Compensation of 26 private trees - @ NPR 3500 per tree for 3 fruit trees; @ NPR 2500 per tree for 23 fodder trees; Total NPR 68,000 to be provided by Itahari Sub-Metropolitan City office 	Itahari Sub-Metropolitan City	68,000
Socio-economic and Cultural (Construction Phase)				
13.	Impact on property from vibrations due to the use of heavy machinery and other construction activities	<ul style="list-style-type: none"> Establish photographic and video graphic evidences of structures and properties in and alongside proposed road width; cracked walls will be reinstated. A proper plan will be prepared before working in densely population sections along road alignment like Bhetghat chowk and Chandani chowk Conducting excavation works at critical sites under close observation of the local representatives Awareness raising, information and dissemination about GRM (meetings, monitoring and logistic costs@ 1 meeting every month) 	Contractor	NPR 300,000
			Contractor (Supervision support of DSC & coordination of PIU)	NPR 180,000
14.	Disturbance to electric poles in the proposed road width	<ul style="list-style-type: none"> Relocate and install 237 new electric poles along the alignment in coordination with the NEA, local representatives, and telecommunication authority. 	Itahari Sub-Metropolitan City and Contractor	Included in BoQ (Abstract of cost, A-1)
15.	Reinstatement of Water Supply Pipe lines, and irrigation canal (<i>kulo</i>), and protection of chautaris	<ul style="list-style-type: none"> Contractor will coordinate with the community and <i>Itahari Khanepani Upabhokta Sanstha</i> ensuring timely information is provided to the community about disruption of water supply and alternative means of water supply in the interim (e.g. potable drinking water through tanker); and rehabilitation of 6.4 km of pipelines of the system (<i>as detailed in Table 2.6</i>) should be addressed without any delay The project will timely reinstate 1.19 km of irrigation canal (<i>kulo</i>) in coordination with the local users Two chautaris will be conserved and additional protection works will be done. This includes reinstatement and fencing using metal bars. 	Contractor in support with Itahari Sub-Metropolitan City	Included in BoQ; Abstract of cost, A-2
				Included in BoQ; Abstract of cost, E-i NPR 1,000,000

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
16.	Difficulties in access & mobility to private properties and premises	<ul style="list-style-type: none"> ▪ Diversions and proper crossings will be available for elderly and differently-able people in the construction phase to ensure their mobility is not impacted during construction. Elderly people should have access to socialize and meeting people and family to nurture their mental need/health. ▪ Metal planks and wooden planks will be placed to ease the access to private houses and shops (tentatively 25 sites) ▪ In total 35 ramps have been provisioned (<i>details provided in Annex 6</i>) 	Contractor (Supervision support by DSC)	NPR 150,000 Included in BoQ (Abstract of cost, K)
17.	Road safety & Community safety	<ul style="list-style-type: none"> ▪ 'Drive slow' messages will be placed along the active sites. ▪ Barricades will be placed to avoid any accidental falls ▪ Sign boards with safety messages and warnings will be placed in local languages all along the alignment at the construction sites and at the trench excavation area. ▪ Construction works to consider elderly, women, child & differently able people (EWCD) requirements ▪ Trenches will be backfilled with immediate effect. ▪ 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, in Nepali language, for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project. ▪ To minimize any negative impacts from operation of the labour camp, the contractor will manage the labour camp as per measures provided in sub-heading 4.4.1.3 ▪ The contractor will be supervised to prepare a Traffic Management Plan. ▪ The contractor will assign a safety supervisor and will monitor daily construction works in terms of health and safety. 	Contractor	Included in BoQ (Abstract of cost, H)
		<ul style="list-style-type: none"> ▪ Awareness activities will be conducted to inform & aware locals regarding potentials risks and proposed safety measures related to the project activities 		NPR 50,000

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
18.	Occupational Health & Safety	<ul style="list-style-type: none"> Personal Protective Equipment (PPEs) will be provided to the workers, and its use will be monitored closely. Replacement of PPEs after 'wear & tear' - at least every quarter First aid boxes will be provided at campsites as well as active working sites (the kits to be refilled and updated every month). CoC will be implemented for all the parties involved in the project including engineers, supervisors, operators, drivers and labourers Proper WASH provisions will be provided in the labour camps Drinking water quality monitoring (at least 1 sample/quarter x 6 times) Provision of potable water for the workforce will be ensured Toilets will be provided at the ratio of at least 1 unit for 15 people. Provision of insurance to cover physical damage to workers. Drivers with authorized license holders will only be allowed for the operation of construction vehicles. Workers and staff at the construction site will be provided with proper training to ensure that workers are trained on what to do if an accident occurs on site. The contractor's supervisors should conduct 'pre-work instructions' to the workers everyday - explaining them about the nature of works, condition of the site, and associated risks as well as safety measures. Agreement with nearby health institution will be in place by the contractor. Contractor will be responsible to maintain the records of each and every accident and incidence and will make available to DSC/PCO/PMST as and when required. Contractor's team staff and laborers can also make use of the GRM to raise complaints / grievances if any. 	Contractor (Supervision support by DSC team)	<p>To be included within contractor's overhead (<i>General Condition of Contract document</i>)</p> <p>NPR 120,000 for drinking water quality monitoring</p>

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
19	Social Disturbance / Risk of SEA/SH, Human trafficking, GBV, HIV AIDS and Communicable diseases	<p>(i) Regarding SEA/SH, GBV</p> <ul style="list-style-type: none"> Locals will be given due priority for any employment opportunity CoC will be implemented for the operators, drivers and labourers Separate toilets will be provided for male and female workers SEA/SH, GBV awareness raising activities, trainings and stakeholder engagements such as - community based-awareness program, school based awareness program. The focal person of Anti-Harassment Cell will be part of trainings, awareness programs regarding SEA/SH. SEA/SH grievances received by Levels 1 and 2 GRM n will be referred to Anti Harassment Cell with utmost confidentiality. Individuals can also take their grievances to the focal person of Anti-Harassment cell. Adequate information about the anti-harassment cell will be provided to the community alongside project GRM. Awareness program for women and against the gender-based violence will be conducted for the workers as well as the local community regarding these concerns 2 orientations/trainings with at least 25 participants in each training; to be conducted during first 2nd & 3rd Quarter - Year 1 <p>(ii) HIV AIDS & Communicable diseases</p> <ul style="list-style-type: none"> 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 Communicable diseases is followed, prepare and follow SOPs by all workers and staff for communicable diseases (hand washing, using sanitizer, masks etc) including the community health and safety awareness and management Health screening of the workers will be carried out before joining them into workforce Emergency Response Plan will be implemented during any critical circumstances (e.g. CoVID spread) 2 orientations/trainings with at least 25 participants in each training; 1 event during 1st Quarter-Year 1, another to be scheduled as per requirement <p>(iii) Human trafficking - focused on women & girl trafficking</p> <ul style="list-style-type: none"> Awareness program will be developed and implemented 2 orientations/trainings with at least 20 participants in each training; during 3rd & 4th Quarter-Year 1 	<p>Contractor with consent, & coordination support from municipality office (Women Development Section), mobilization of NGOs/CBOs/ Clubs</p> <p>Supervision support of DSC & coordination of PIU for all these activities under i, ii & iii</p>	<p>NRs. 150,000</p> <p>NRs. 150,000</p> <p>NRs. 150,000</p>

S. N.	Project Phase & Impacts	Mitigation Measures	Responsibility	Cost, NPR
20.	Child labour, forced labour and wage discrimination	<ul style="list-style-type: none"> Child labour & forced labour will be strictly prohibited Citizenship card or other valid personal ID card Awareness among the workers and the local community Equal wage for male and female workers will be ensured 	Contractor (Supervised by local authority and DSC)	NPR 50,000
21.	Traffic Management	<ul style="list-style-type: none"> Traffic sign boards and messages in local languages, will be placed at main chowks, junctions and start-end points. Emergency traffic management plan should be prepared by the contractor and approved by the Project. The plan may include informing about the scheduled road closure and the 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. 	Contractor	Included in BoQ (Abstract of cost, H)
Socio-economic and Cultural (Operation & Maintenance Phase)				
22.	Traffic accidents and associated risks	<ul style="list-style-type: none"> Raise awareness of traffic rules, and installation of speed humps to control speed near pedestrian crossing areas Awareness will be raised regarding traffic safety Speed limits will be defined Traffic sign boards and messages in local languages will be placed at main chowks, junctions and start-end points 	Itahari Sub-Metropolitan City	Cost will be borne by municipality
23.	Community Health and Safety	<ul style="list-style-type: none"> Bus laybys and Bus Shelters are provided at various locations where public buses or micro buses pull out of the traffic to pick and drop off passengers. Ramps are provided in interlinking points, and crossing points of roads 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 & Marking manual as per DPR Reinforced Cement Concrete covered drain must be provided throughout the alignment in integration with footpath. 	Itahari Sub-Metropolitan City	
24.	Impacts due poor maintenance of road-drains	<ul style="list-style-type: none"> Awareness activities will be carried to stop disposal of waste into the road-side drains Drainages will be regularly cleared under periodic maintenance Road side plantation of aromatic and green-cover plants like <i>Chameli</i>, <i>Kapur</i> and <i>Ashoka</i> 	Itahari Sub-Metropolitan City	Cost will be borne by municipality

6.3 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 project. For the awareness and consultative activities, there will be initiative as well as supportive role from DSC and PIU. The total cost for the ESMP is outlined in Table 6.2 below;

Table 6-2: Cost of ESMP Implementation

SN	Items & Headings	Unit	Qty	Rate	Total, NPR	Reference
	Provisional Sum amount					
1	Water quality test	Samples	12	20000	240,000	Table 6.1; S. N. 7
2	Air quality & Noise level monitoring	Samples	3	90000	270,000	Table 6.1; S. N. 5
3	Conservation and protection works of 2 Chautaris	Units	2	L/S	1,000,000	Table 6.1; S. N. 15
4	SWM works				150,000	Table 6.1; S. N. 8
5	Storage of chemicals & lubricants				100,000	Table 6.1; S. N. 7
6	Public safety (planks, etc)				150,000	Table 6.1; S. N. 17
7	Damage repairing for any vibration related damages				300,000	Table 6.1; S. N. 14
8	Greenery promotion				750,000	Table 6.1; S.N. 13
9	Awareness on Health & safety, child labour, environmental conservation		6		150,000	
(i)	Environmental Awareness (during 1 st & 3 rd Quarters - Yr. 1; at least 30 participants/event)	Events	2	25,000		Table 6.1; S.N. 7
(ii)	Road safety & Community HS	Events	2	25,000		Table 6.1; S.N. 18
(iii)	CoC and Child Labour	Events	2	25,000		Table 6.1; S.N. 21
10	Awareness on Communicable Diseases, Girls/Women Trafficking, SEA/SH risks, GBV (Events will be conducted for workers as well as community)	Events	6		450,000	
(i)	SEA/SH, GBV (at least 25 participants in each orientation/training, during first 2 nd & 3 rd Quarter - Year 1)	Events	2	75,000	-	Table 6.1; S.N. 20 (i)
(ii)	HIV AIDS & Communicable diseases (at least 25 participants in each orientation/training; 1 event during 1 st Quarter-Year 1, another to be scheduled as per requirement)	Events	2	75,000		Table 6.1; S.N. 20 (ii)
(iii)	Women/Girl Trafficking (at least 25 participants in each orientation/training; during 3 rd & 4 th Quarter-Year 1)	Events	2	75,000		Table 6.1; S.N. 19 (iii)
11	Social safeguards (grievance meetings, joint monitoring, etc)	Meetings/ Events	18		180,000	Table 6.1; S.N. 13
	Total				3,740,000	

The total cost of implementation of ESMP activities is NPR 3,740,000 (*In words: Thirty-seven lakhs forty thousands only*).

6.4 Monitoring Cost

Environment and Social Unit of the PIU is responsible for monitoring the impact of proposal implementation. The unit will be supported by the Safeguard experts of the DSC so no separate cost will be required.

7. STAKEHOLDER ENGAGEMENT AND CONSULTATIONS

7.1 Stakeholder engagement overview

The project has implied and will imply following approaches for broader stakeholder engagement;

- (i) Communication - inform and educate stakeholders about the proposed project intervention, and
- (ii) Consultations - to have suggestions, and to have involvement at different levels through tools like focus group discussions, community meetings, mass meetings, and workshop.

The two key objectives of effective stakeholder engagement and consultations for this project are;

- (i) to keep all stakeholders informed of the project activities, and any potential beneficial and adverse impacts. This ensures ownership and generates feedbacks as well.
- (ii) 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.

This chapter also outlines the disclosure to be made and other communications to be made during the project cycle.

7.2 Stakeholder Engagement Procedures and process

The subproject has drawn on existing mechanisms and procedures established at the local level to carry out stakeholder engagements. The municipality forums are 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. Where mechanisms for stakeholder engagement do not already exist, a mechanism elaborated below will be followed;

7.3 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 consultations with them. The stakeholder interactions will be through:

- Focused group discussions (FGD)
- Public consultations
- Key informant interview (KII)
- Indigenous and women groups discussion
- Consultation with institutional stakeholders

The stakeholder mapping is undertaken through formal and informal consultations and their interests concerned with the project activities should be identified throughout the project cycle. The stakeholders identified for the subproject are presented in Table 7.1 below;

Table 7-1: 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 DSC	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

During the study, a series of field visits and consultations were carried out. During this time, local communities, local institutions, ward offices and Itahari Sub-Metropolitan City Office were contacted. The list of people and institutions consulted are given in table below;

Table 7-2: Lists of People and Institutions Consulted

SN	Name	Organization/Address
1.	Mr. Hem Karna Paudel	Mayor, Itahari Sub-Metropolitan City
2.	Mrs. Sangita Kumari Chaudhary	Deputy Mayor, Itahari Sub-Metropolitan City
3.	Mr. Ram Charitra Mehata	CEO, Itahari Sub-Metropolitan City
4.	Mr. Pramod Sherpa	Member of Municipal Council, Itahari Sub-metropolitan city
5.	Mr. Jiban Pd. Ghimire	Chief, IDS, Itahari Sub-Metropolitan City
6.	Mr. Arjun Pd. Dahal	Engineer, Itahari Sub-Metropolitan City
7.	Mr. Sangita Pokharel	Chief, SDS, Itahari Sub-Metropolitan City
9.	Mr. Chandra Pd. Bhattarai	Social Development Expert, Itahari Sub-Metropolitan City
10.	Mr. Surendra Limbu	Sub Engineer, Itahari Sub-Metropolitan City
11.	Mr. Kayaram Majhi	Sub Engineer, Itahari Sub-Metropolitan City
12.	Mr. Bhawendra Chaudhari	Sub Engineer, Itahari Sub-Metropolitan City
13.	Mr. Bhakta Lama	Chairman, Ward No. 4, Itahari Sub-Metropolitan City

SN	Name	Organization/Address
14.	Mr. Umesh Subedi	Chairman, Ward No. 3, Itahari Sub-Metropolitan City
15.	Mr. Bisheshwor Pd. Sharma	Member, Ward No. 4, Itahari Sub-Metropolitan City
16.	Mr. Laxmi Chapagain	Member, Ward No. 4, Itahari Sub-Metropolitan City
17.	Mr. Dilu Baraili	Member, Ward No. 4, Itahari Sub-Metropolitan City
18.	Mr. Dipendra Likhu	Member, Ward No. 3, Itahari Sub-Metropolitan City
19.	Mr. Ramesh Khetri	Ward No. 4, Itahari Sub-Metropolitan City
20.	Mr. Lekhanath Gautam	Ward No. 4, Itahari Sub-Metropolitan City
21.	Mr. Bharati Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
22.	Mr. Padma Ku. Rai	Ward No. 4, Itahari Sub-Metropolitan City
23.	Mr. Kamal Timsina	Ward No. 4, Itahari Sub-Metropolitan City
24.	Mr. Keshav Neupane	Ward No. 4, Itahari Sub-Metropolitan City
25.	Mr. Ghanashyam Shah	Ward No. 4, Itahari Sub-Metropolitan City
26.	Mr. Rabin Ghimire	Ward No. 4, Itahari Sub-Metropolitan City
27.	Mr. Ram Pd. Bharati	Ward No. 4, Itahari Sub-Metropolitan City
28.	Mr. Ramesh Baral	Ward No. 4, Itahari Sub-Metropolitan City
29.	Mr. Govinda Guragai	Ward No. 4, Itahari Sub-Metropolitan City
30.	Mr. Dhan Kumar Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
31.	Mr. Ganesh Kumar Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
32.	Mr. Taranath Nyaupane	Ward No. 4, Itahari Sub-Metropolitan City
33.	Mr. TekBdr. Moktan	Ward No. 4, Itahari Sub-Metropolitan City
34.	Mr. Ashesh Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
35.	Mr. Tika Parajuli	Ward No. 4, Itahari Sub-Metropolitan City
36.	Mr. Sar Bdr. Karki	Ward No. 4, Itahari Sub-Metropolitan City
37.	Mr. Purusottam Bhattarai	Ward No. 4, Itahari Sub-Metropolitan City
38.	Mr. Baburam Tamang	Ward No. 4, Itahari Sub-Metropolitan City
39.	Mr. Buddhisagar Dahal	Ward No. 4, Itahari Sub-Metropolitan City
40.	Mr. Pitambar Dahal	Ward No. 4, Itahari Sub-Metropolitan City
41.	Mr. JitBdr. Thapa	Ward No. 4, Itahari Sub-Metropolitan City
42.	Mr. SherBdr. Limbu	Ward No. 4, Itahari Sub-Metropolitan City
43.	Mr. Gopal Khatri	Ward No. 4, Itahari Sub-Metropolitan City
44.	Mr. Ekaraj Ghimire	Ward No. 4, Itahari Sub-Metropolitan City
45.	Mr. Arjun Pant	Ward No. 4, Itahari Sub-Metropolitan City
46.	Mr. Ram Bhandari	Ward No. 4, Itahari Sub-Metropolitan City
47.	Mr. Shiva Kumar Kandel	Ward No. 4, Itahari Sub-Metropolitan City
48.	Mr. Shiva Kumar Karki	Ward No. 4, Itahari Sub-Metropolitan City
49.	Mr. TekBdr. Ojha	Ward No. 4, Itahari Sub-Metropolitan City
50.	Mr. Yogendra Bhattarai	Ward No. 4, Itahari Sub-Metropolitan City
51.	Mr. Chanda Puri	Ward No. 4, Itahari Sub-Metropolitan City
52.	Mr. Chakra Nyaupane	Ward No. 4, Itahari Sub-Metropolitan City
53.	Mr. Nara Bdr. Gurung	Ward No. 4, Itahari Sub-Metropolitan City
54.	Mr. Shanti Ram Gautam	Ward No. 4, Itahari Sub-Metropolitan City
55.	Mr. Tularam Dangal	Ward No. 3, Itahari Sub-Metropolitan City
56.	Mr. Maniram Niraula	Ward No. 3, Itahari Sub-Metropolitan City
57.	Mr. Sitaram Niraula	Ward No. 3, Itahari Sub-Metropolitan City
58.	Mr. Shiva Hang Rai	Ward No. 3, Itahari Sub-Metropolitan City
59.	Mr. Mamata Rai	Ward No. 3, Itahari Sub-Metropolitan City
60.	Mr. Anita Rai	Ward No. 3, Itahari Sub-Metropolitan City

SN	Name	Organization/Address
61.	Mr. Mamata B.K.	Ward No. 3, Itahari Sub-Metropolitan City
62.	Mr. Binita Sundas	Ward No. 3, Itahari Sub-Metropolitan City
63.	Mr. Samjhana Rai	Ward No. 3, Itahari Sub-Metropolitan City
64.	Mr. Namuna B.K.	Ward No. 3, Itahari Sub-Metropolitan City
65.	Mr. KritiBista	Ward No. 3, Itahari Sub-Metropolitan City
66.	Mr. Nita Rai	Ward No. 3, Itahari Sub-Metropolitan City
67.	Mr. Yamuna Bardewa Meti	Ward No. 3, Itahari Sub-Metropolitan City
68.	Mr. Yelika Magar	Ward No. 3, Itahari Sub-Metropolitan City
69.	Mr. Kalpana Magar	Ward No. 3, Itahari Sub-Metropolitan City
70.	Mr. Susta Kumari Mandal	Ward No. 3, Itahari Sub-Metropolitan City
71.	Mr. Binod Nyaupane	Ward No. 3, Itahari Sub-Metropolitan City
72.	Mr. Surya Bdr. Thapa	Ward No. 3, Itahari Sub-Metropolitan City
73.	Mr. Nanda Kumar Limbu	Ward No. 3, Itahari Sub-Metropolitan City
74.	Mr. Suryamani Niraula	Ward No. 3, Itahari Sub-Metropolitan City
75.	Mr. Suresh Rai	Ward No. 3, Itahari Sub-Metropolitan City
76.	Mr. RastraRai	Ward No. 3, Itahari Sub-Metropolitan City
77.	Mr. Tara Bdr. Bishwakarma	Ward No. 3, Itahari Sub-Metropolitan City
78.	Mr. Homanath Rai	Ward No. 3, Itahari Sub-Metropolitan City
79.	Mr. Gokul Pradhan	Ward No. 3, Itahari Sub-Metropolitan City
80.	Mr. KhemTamang	Ward No. 3, Itahari Sub-Metropolitan City
81.	Mr. Chandra Tamang	Ward No. 3, Itahari Sub-Metropolitan City
82.	Mr. Debaraj Nagakoti	Ward No. 3, Itahari Sub-Metropolitan City
83.	Mr. Bidytanath Suibedhi	Ward No. 3, Itahari Sub-Metropolitan City
84.	Mr. Sujana Shrestha	Ward No. 3, Itahari Sub-Metropolitan City
85.	Mr. RudraBdr. Tamang	Ward No. 3, Itahari Sub-Metropolitan City
86.	Mr. SarbaBdr. Dahal	Ward No. 3, Itahari Sub-Metropolitan City
87.	Mr. Prakash Dahal	Ward No. 3, Itahari Sub-Metropolitan City
88.	Mr. Maniraj B.K.	Ward No. 3, Itahari Sub-Metropolitan City
89.	Mr. Man Bdr. Magar	Ward No. 3, Itahari Sub-Metropolitan City
90.	Mr. Ramesh Acharya	Ward No. 3, Itahari Sub-Metropolitan City
91.	Mr. Renuka Rai	Ward No. 3, Itahari Sub-Metropolitan City
92.	Mr. Durga Sharma	Ward No. 3, Itahari Sub-Metropolitan City
93.	Mr. Loka Maya Tamang	Ward No. 3, Itahari Sub-Metropolitan City
94.	Mr. BalKumari Luitel	Ward No. 3, Itahari Sub-Metropolitan City
95.	Mr. Sharmila Rai	Ward No. 3, Itahari Sub-Metropolitan City
96.	Mr. Kamala Tamang	Ward No. 3, Itahari Sub-Metropolitan City
97.	Mr. Sobha Chaudhari	Ward No. 3, Itahari Sub-Metropolitan City
98.	Mr. Bhim Kumari Giri	Ward No. 3, Itahari Sub-Metropolitan City
99.	Mr. Prem Kumar Tamang	Ward No. 3, Itahari Sub-Metropolitan City
100.	Mr. Krishna Pd. Shivakoti	Ward No. 3, Itahari Sub-Metropolitan City
101.	Mr. Bisheswor Pd. Sharma	Ward No. 4, Itahari Sub-Metropolitan City
102.	Mr. AmritBdr. Basnet	Ward No. 4, Itahari Sub-Metropolitan City
103.	Mr. Krishan Tamang	Ward No. 4, Itahari Sub-Metropolitan City
104.	Mr. Ram Bhandari	Ward No. 4, Itahari Sub-Metropolitan City
105.	Mr. Nara Bdr. Bishwakarma	Ward No. 4, Itahari Sub-Metropolitan City
106.	Mr. Toshali Bhattarai	Ward No. 4, Itahari Sub-Metropolitan City
107.	Mr. Raju Tamang	Ward No. 4, Itahari Sub-Metropolitan City

SN	Name	Organization/Address
108.	Mr. JayandraBdr. Tamang	Ward No. 4, Itahari Sub-Metropolitan City
109.	Mr. Anil Magar	Ward No. 4, Itahari Sub-Metropolitan City
110.	Mr. Dhana Kumari Kapar	Ward No. 4, Itahari Sub-Metropolitan City
111.	Mr. Dhruva Kumar Chaudhari	Ward No. 4, Itahari Sub-Metropolitan City
112.	Mr. Hudhuwa Chaudhari	Ward No. 4, Itahari Sub-Metropolitan City
113.	Mr. Mina Dhakal	Ward No. 4, Itahari Sub-Metropolitan City
114.	Mr. Krishan Basbila	Ward No. 4, Itahari Sub-Metropolitan City
115.	Mr. Dhana Kumar Baniya	Ward No. 4, Itahari Sub-Metropolitan City
116.	Mr. Narayan Kumar Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
117.	Mr. ParbatiKarki	Ward No. 4, Itahari Sub-Metropolitan City
118.	Mr. Chandra Shekhar Rijal	Ward No. 4, Itahari Sub-Metropolitan City
119.	Mr. BubuRai	Ward No. 4, Itahari Sub-Metropolitan City
120.	Mr. Shesh Kumari Khadka	Ward No. 4, Itahari Sub-Metropolitan City
121.	Mr. Yasoda Ghimire	Ward No. 4, Itahari Sub-Metropolitan City
122.	Mr. Deepak Tamang	Ward No. 4, Itahari Sub-Metropolitan City
123.	Mr. Dambar Baraili	Ward No. 4, Itahari Sub-Metropolitan City
124.	Mr. Upesh Gurung	Ward No. 4, Itahari Sub-Metropolitan City
125.	Mr. Lalita Ghimire	Ward No. 4, Itahari Sub-Metropolitan City
126.	Mr. Durga Karki	Ward No. 4, Itahari Sub-Metropolitan City
127.	Mr. Phul Kumari Tamang	Ward No. 4, Itahari Sub-Metropolitan City
128.	Mr. Sangita Gadtaula	Ward No. 4, Itahari Sub-Metropolitan City
129.	Mr. Ashesh Regmi	Ward No. 4, Itahari Sub-Metropolitan City
130.	Mr. Narendra Shrestha	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
131.	Mr. Taranath Acharya	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
132.	Mr. Santohs Thapa Magar	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
133.	Mr. Khema Raj Katuwal	Ward No. 4, Itahari Sub-Metropolitan City
134.	Mr. Chitra Limbu	Ward No. 4, Itahari Sub-Metropolitan City
135.	Mr. Surya Bdr. Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
136.	Mr. Gopal Jogi	Ward No. 4, Itahari Sub-Metropolitan City
137.	Mr. Kishor Bdr. Rai	Ward No. 4, Itahari Sub-Metropolitan City
138.	Mr. Bhakta Bdr. Karki	Ward No. 4, Itahari Sub-Metropolitan City
139.	Mr. Lal Bdr. Sunuwar	Ward No. 4, Itahari Sub-Metropolitan City
140.	Mr. Dal Bdr. Raut	Ward No. 4, Itahari Sub-Metropolitan City
142.	Mr. Bhim Maya Pakhrin	Ward No. 4, Itahari Sub-Metropolitan City
143.	Mr. Budha Raj Katel	Ward No. 4, Itahari Sub-Metropolitan City
144.	Mr. Shiva Kumar Karki	Ward No. 4, Itahari Sub-Metropolitan City
145.	Mr. Shiva Kumar Kathet	Ward No. 4, Itahari Sub-Metropolitan City
146.	Mr. Mani Kumar Lama	Ward No. 4, Itahari Sub-Metropolitan City
147.	Mr. Khada Kumar Gurung	Ward No. 4, Itahari Sub-Metropolitan City
148.	Mr. Devi Bdr. Magar	Ward No. 4, Itahari Sub-Metropolitan City
149.	Mr. Shovit Man Basnet	Ward No. 4, Itahari Sub-Metropolitan City
150.	Mr. Lok Maya Tamang	Ward No. 3, Itahari Sub-Metropolitan City
151.	Mr. AbinashLimbu	Businessman, Ward No. 3, Itahari Sub-Metropolitan City
152.	Mr. Dip Kumar Rai	Businessman Ward No. 3, Itahari Sub-Metropolitan City
153.	Mr. Prakash Rai	Businessman, Ward No. 3, Itahari Sub-Metropolitan City
154.	Mr. Kiran Limbu	Businessman, Ward No. 3, Itahari Sub-Metropolitan City
155.	Mr. Chanda Gurung	Housewife, Ward No. 3, Itahari Sub-Metropolitan City

SN	Name	Organization/Address
156.	Mr. Paru Rai	Ward No. 3, Itahari Sub-Metropolitan City
157.	Mr. Shyam Kumar Mali	Ward No. 3, Itahari Sub-Metropolitan City
158.	Mr. Jiten Kirati	Ward No. 3, Itahari Sub-Metropolitan City
159.	Mr. Roban Subba	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
160.	Mr. Bhupendra Tamang	Student, Ward No. 3, Itahari Sub-Metropolitan City
161.	Mr. Dethir Lama	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
162.	Mr. Kamala Tamang	Housewife, Ward No. 3, Itahari Sub-Metropolitan City
163.	Mr. Man Bdr. Magar	Housewife, Ward No. 3, Itahari Sub-Metropolitan City
164.	Mr. Jahendra Tamang	Ward No. 4, Itahari Sub-Metropolitan City
165.	Mr. Kaisher Narayan Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
166.	Mr. Thakan Chaudhari	Ward No. 4, Itahari Sub-Metropolitan City
167.	Mr. Surya Bdr. Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
168.	Mr. Ishwor Bdr. Rai	Ward No. 4, Itahari Sub-Metropolitan City
169.	Mr. Dilu Moktan	Ward No. 4, Itahari Sub-Metropolitan City
170.	Mr. Lal Kumar Sunuwar	Ward No. 4, Itahari Sub-Metropolitan City
171.	Mr. Om Gurung	Ward No. 4, Itahari Sub-Metropolitan City
172.	Mr. Hasta Tamang	Ward No. 4, Itahari Sub-Metropolitan City
173.	Mr. Renuka Acharya	Housewife, Ward No. 3, Itahari Sub-Metropolitan City
174.	Mr. Januka Sundas	Housewife, Ward No. 3, Itahari Sub-Metropolitan City
175.	Mr. Parbati Tamang	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
176.	Mr. Chanda Gurung	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
177.	Mr. Madhuka Chaulagain	Housewife, Ward No. 3, Itahari Sub-Metropolitan City
178.	Mr. Pabitra Koirala	Politician, Ward No. 3, Itahari Sub-Metropolitan City
179.	Mr. Sobha Dhami	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
180.	Mr. Subhadra Acharya	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
181.	Mr. Sumitra Paudel	Farmer, Ward No. 3, Itahari Sub-Metropolitan City
182.	Mr. Kamala Kathet	Ward No. 3, Itahari Sub-Metropolitan City
183.	Mr. Phul Maya Pulami	Housewife, Ward No. 3, Itahari Sub-Metropolitan City
184.	Mr. Ramala Shrestha	Ward No. 4, Itahari Sub-Metropolitan City
185.	Mr. Bindu Paudel	Housewife, Ward No. 4, Itahari Sub-Metropolitan City
186.	Mr. Ganga Devi Panta	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
187.	Mr. Kumari Gurung	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
188.	Mr. Sita Chaudhari	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
189.	Mr. Mandira Giri	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
191.	Mr. Dilu Tamang	Housewife, Ward No. 4, Itahari Sub-Metropolitan City
192.	Mr. Gita Khadka	Housewife, Ward No. 4, Itahari Sub-Metropolitan City
193.	Mr. Indira Gurung	Businessman, Ward No. 4, Itahari Sub-Metropolitan City
194.	Mr. Sangita Adhikari	Ward No. 4, Itahari Sub-Metropolitan City
195.	Mr. Muna Bhattarai	Ward No. 4, Itahari Sub-Metropolitan City
196.	Mr. Sarita Rajadhami	Ward No. 4, Itahari Sub-Metropolitan City
197.	Mr. Phul Maya Limbu	Ward No. 4, Itahari Sub-Metropolitan City
198.	Mr. Susma Pathak	Ward No. 4, Itahari Sub-Metropolitan City
199.	Mr. Sushila Karki	Ward No. 4, Itahari Sub-Metropolitan City

7.4 Mechanism for Consultation

The consultation process envisages involvement of all the stakeholders' at each stage of subproject 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 will be carried out by the PIU. 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 into the design and ESMP. As part of such consultations, the draft ESMP 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.

7.5 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 7.3 below;

Table 7-3: Project Consultation Plan

Objective and Target Goal	Method	Responsibility
I. 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
II. 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. During public consultations, locals will also be informed about the project GRM and will be encouraged to make use of the mechanism to raise/ register grievances.	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 an 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
III. Implementation Phase		
Maintain effective communication with PIU	Electronic and face to face communication with representative of relevant agency /organization	PCO, Design and Supervision Consultant

Objective and Target Goal	Method	Responsibility
		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. Any concerned grievances at this level will also be recorded under GRM	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
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. This 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 stand-alone 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 Consultations Conducted

Formal, semi-formal and informal consultations have been carried out. The following table presents the details of the consultations carried out;

Table 7-4: List of Public Consultations and their Summary

SN	Meeting	Date	Total Participants	Outcomes
1	Stakeholder consultation held at Municipality Office	September 04, 2023	11 (M - 9, F - 2)	Presentation and discussion on DPR Report and Socio-economic condition, Safeguards aspects, Land requirement and acquisition process etc.
2	Consultation meeting with Itahari Khanepani Upabhokta Sanstha, Meeting held at Itahari Khanepani Upabhokta Sanstha Office, Itahari	June 07, 2023	8 (M - 8, F - 0)	Sharing of design and coverage area; supply of drinking water during construction period, and safeguards requirements of the project etc.
3	Community consultation held at Bhetghat Chowk, ward no. 4 and Puran Chowk ward no. 3 (Jute Bikash Chowk-Taltalaiya Road)	June 07, 2023	66 (M - 48, F - 18)	Detailed Discussion on updated design aspects; discussion on avoiding vegetation loss; land requirement, land acquisition process and on social and environmental aspect including GBV, SEA/SH
4	Community consultation held at Bhetghat Chowk ward no. 4 and Puran Chowk ward no. 3 (Jute Bikash Chowk - Taltalaiya Road)	September 05, 2023	194 (M- 142, F- 52)	Detailed Discussion on updated design aspects; discussion on avoiding vegetation loss; availability of road width, regarding GRM, and on other Social & Environmental aspects including GBV, SEA/SH
5	Consultation with Indigenous People held at Bhetghat Chowk ward no. 4 and Puran Chowk ward no. 3 (Jute Bikash Chowk - Taltalaiya Road)	September 05, 2023	38 (M- 27, F- 11)	Detailed Discussion on updated design aspects; discussion availability of road width; employment opportunities for the locals; regarding GRM, and on other Social & Environmental aspects including GBV, SEA/SH
6	Consultation with Women held at Bhetghat Chowk ward no. 4 and Puran Chowk ward no. 3 (Jute Bikash Chowk - Taltalaiya Road)	September 05, 2023	43 (M- 0, F- 43)	Detailed Discussion on updated design aspects; availability of road width, regarding GRM, and on other Social & Environmental aspects including GBV, SEA/SH with focus on provision of Anti-Harassment Cell and its focal person

The stakeholder consultations and community included Ward Committee Chairpersons, Itahari Sub-Metropolitan City office authorities and local people along the road alignment. Since the settlements along the road alignment are a mixed community, these consultations included indigenous people including Tharu. The major concerns during the consultations were following;

- Need of timely reinstatement of any private or public properties damaged during the construction phase
- Problem of dust and noise due to project activities was raised as a concern
- Need of considering road safety concerns likely to arise during construction works

- Need of considering dust problems due to movement of heavy vehicles during construction phase
- It was discussed that public land East from Chandani Chowk - WN 4 can be used for campsite & stockpile site.
- Also, an open space near the same site can also be used for spoil disposal works.
- Concerns of social issues that may arise due to influx of workforce was discussed
- Employment opportunity to the locals was one of the topics put forward
- Quality of the road construction works was one of the concerns raised

The minutes of the meetings are provided in Annex 1.

7.7 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.

Point of information will be defined at the municipality office level 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 Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road project is presented in Table 8.5 below;

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, FM Radio Clip
Project leaflets and Fact Sheet	Project details, Implementing agencies, project period - 2 times	PIU, Information Officer	Double-sided colour A4 (500 copies)
Face to face engagements - meetings, focus group discussion with relevant stakeholders	Project Main Activities, Financial Assistance, Implementing agencies, project period etc. 2 time in year	PIU, Information Officer	

7.8 Grievance Redress

As part of the implementation stage the PIU, project engineers and Environment and Social staffs will directly interact and consult with the project affected persons. These would comprise of consultations towards addressing the impacts on private properties, public properties, trees, etc.

A Grievance Redress Mechanism has been set up (see 7.8.2) to allow stakeholders including PAPs 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 GRM will be published on the municipality's website, will be put up at public space in the sub-project area, in the notice boards of municipality and ward offices. Locals will be encouraged to make use of the GRM established for the sub-project to raise any complaints/ grievances induced due to this sub-project. Stakeholders will be made fully aware of their rights and the procedures.

7.8.1 Current Grievance Redress Processes

Currently all grievances including environmental and social issues are directly submitted to the judicial committee (Nyayik Samiti). The views of unit related to environmental and social development are taken in decision making process, if the judicial committee determines that is required.

7.8.2 Structure of the GRM

A Grievance Redress Committee (GRC) has been formed at the ward level i.e., Level 1 GRC with the Ward Chairperson as the coordinator

other ward as well as local representatives, and a representative from DSC.

Second level GRC has been established at the municipal level under Coordination of the Deputy Mayor of Itahari Sub-Metropolitan City office and with a representative from DSC. The Committee will discuss the environmental and social concern with E&S section/department of municipality to redress grievance pertaining to gender, vulnerable community, and other social and environmental issues in transparent and effective manner. The details of the provisions, structure and process of GRM and GRC were discussed at all levels of consultations - in Itahari Sub-Metropolitan City office, in ward offices and in community level consultations. The details have been attached in Annex 1.

The third level will be at the PCO level, comprising members from the PCO. The PCO will forward the same to World Bank. Those engaged as the monitoring unit for ESMP, RAP related issues (as of no issues and implications that RAP will trigger for this project) but if triggers due to some circumstances, it could be part of the committee. Special project grievance mechanisms such as on site provision of complain hearings allows project affected persons to get fair treatment on time. The subproject will also handle issues regarding the compensation damages done during construction.

7.8.3 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.

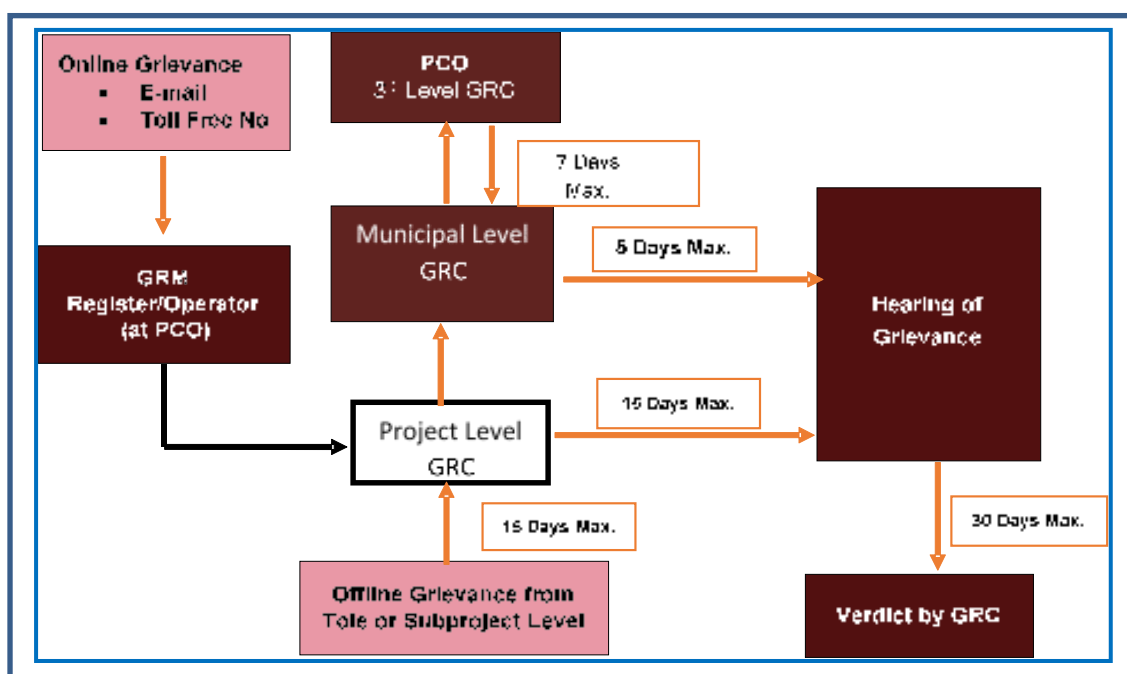


Figure 7.1: Grievance Redress Process

Grievances can be filed in a written format or orally. A grievance logbook will be maintained and updated by the GRCs at the ward and the municipality level. Grievances received orally will also be recorded and follow due course for resolution.

Complaints will be responded within two weeks at any level. In case response is not received from 1st level 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 complaint, it will be elevated to 3rd level at the PCO. The PCO within 7 days of time should instruct the concerned person in the PMC PIU to arrange for a hearing within 5 days. 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 time frame. 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.

7.8.4 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 the focal person of Anti-Harassment Cell, Ms. Sangeeta Pokharel. 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

7.8.5 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.

List of References

- *Environment Protection Act, Government of Nepal, 2019*
- *Environment Protection Rules, Government of Nepal, 2020 (and amendments)*
- *Environmental and Social Management Framework, Nepal Urban Governance and Infrastructure Project, August 2020, the World Bank*
- *Final Detailed Project Report on Upgradation of Jute Bikash chowk (Mahendra Highway) - Taltalaiya Road, September 2023*
- *Municipal Profile of Itahari Sub-Metropolitan City, 2076 BS - Itahari Sub-Metropolitan City Office, Sunsari*
- *Municipality Transport Master Plan (MTMP) of Itahari Sub-Metropolitan City , 2078 BS Itahari Sub-Metropolitan City Office, Sunsari*
- *Nepal Human Rights Year Book 2023, Informal Sector Service Center (INSEC), Kathmandu.*
- *Project Implementation Manual, Nepal Urban Governance and Infrastructure Project, December 2022, the World Bank*
- <https://censusnepal.cbs.gov.np/Home/Index/EN>
- <https://www.iqair.com/nepal/eastern-region/itahari>, 17th August 2023

List of Annex

Annex 1: Minutes, Public Notice and Letters

Annex 2: Proposed Typical Cross Section

Annex 3: GoN Permissible Environmental limits/standards

Annex 4: Water Quality Test Report

Annex 5: Trees to be Cut, List of Private Trees, and Compensatory Plantation Plan

Annex 6: Details of Ramps and Zebra Crossings

Annex 7: Code of Conduct (CoC) for GBV

Annex 8: Photographs

Annex 1: Minutes, Public Notice and Letters

हजार तीन सय उपलब्ध गराउने निम्न बापि।

निष्पत्ति १९ पाए लिला पुमि।ले सावित्र एव।।
लाई महिला हिंसा विरुद्ध जन-चेतना कुपुम्
डा लक्ष। ५२०,०००। वीस हजार उपलब्ध
ग।।३० निम्न बापि।

निष्पत्ति २० यस इच्छा उप-महानगर जाहिरा द्वारा
गत मा. वं. ०७/१६/२०७३ को असार २० गते समय
सावधानीपूर्वक वडा वडा नागावि इतिविद् २ सहाय
हउ ल उडा। जेनासा हउ मुख्य महिला
उद्देश २ नागावि सहायता उद्देश विचालन
गने निम्न बापि।

निष्पत्ति २१ यस कार्यालयमा कार्यरत इ. श्री. श्री. ला.।
लिम्वीना ले अद्यतन डा लागी अनुमति पाउ गने
हिनु भएका निम्न समक-धमा कार्यालय को काममा
वाधा नपुग्ने गरी अद्यतन गने डा लागी
अनुमति दिने निम्न बापि।

निष्पत्ति २२ इच्छा उपमहानगर पालिका जेका भित्र का देहम
वमोनिष्ठ सदर हउ को देहम वमोनिष्ठ को कोनाधिक। उपमहान
निम्न बापि।

देहम

क्र.सं.	सडक को नाम	वडा नं.	अयम सदर जेकाधिक
१	देगा खोला डेउवा डता पशुपति चौक सम्म मोति देवी मार्ग	४, ३	३० तीस फीट
२	मुटुबिगास चौक देवी तालतलैया सम्म	४, २	वडा नं ४ तर्फ २० फीट वडा नं ३ तर्फ ३० फीट
३	सतन मार्ग दिपेन्द्र चौक देवी देवी विजुल अक्षि	३ र ८	३० फीट (दोटा)
४	दिपेन्द्र चौक देवी गोहरेन चौक हुई मुटुबिगास चौक	३ र ४	३० तीस फीट
५	वरगाडी देवी तालतलैया सम्म	२	३० तीस फीट
६	तरहरा लविश्व सदर।	२० र १६	३० तीस फीट
७	वालगाय तरहरा सदर	१६ र २०	३० तीस फीट
८	नेपाली सेनाको गेट देवी पाइचमे आइतवार सदर अर्क पाइचमे राजमार्ग सम्म	४ र ३	३० तीस फीट

अ. नं. १

खिप्सी न्युज

BAC NEWS

राष्ट्रिय दैनिक

१९२२ जारीक २१ गुरु वीरमन्वर (September 21, 2015 Monday)

को नौलो प्रस्तुति

ह डिलक्स

आर.ज.दाडी राडी सेवा

सम्पूर्ण डिलक्स र LED सहित

हामीलाई सम्पूर्ण होम १

०९८८२०८३०६२/८८०८०३८९८८

०९८९९९

०९८८२/८८०९८६५०३८, जोशाला

काठमाडौं ०९-८२३२८६५

काठमाडौं ०९५-५३९२२२ नो.

१. धनी प्रमुखता मुल

२. विभिन्न भन्नाट रहित आदि ...

भरत-१२, काठमाडौं नं. ०९८-५२०२५०, ८८५२०८८६६६, ८८८२०६८३८८, ८८०५३५२५०३

इटहरी उपमहानगरपालिका

इटहरी, सुनसरीको

सूचना I

सूचना II

सूचना III

मिति : २०७२/६/४

इटहरी उपमहानगरपालिका क्षेत्र भित्र सम्बन्धनमा रहेका देहाय अनुसूचका सडकहरूको क्षेत्राधिकार नगरपालिकाको मिति २०७२/०६/०२ गतेको निर्णय अनुसार उपरिलेखनको काम गरिएको हुदा सम्बन्धित सबैको जानकारीको लागि यो सूचना प्रकाशन गरिएको छ ।

क्र.सं.	सडकको नाम	वडा नं.	काममा सडक क्षेत्राधिकार
१	देवा खोला छेउबाट इतर पशुपाल चौक सम्म मोहिलेकी मार्ग	४ र २	३० तीस फिट
२	कुट विकास चौक देखि तालतलेया सम्म	४ र ३	सडक नं. ३ सडक ५० फिट वडा नं. ३ सडक ६० फिट
३	सतन मार्ग (विन्ड चौक देखि दक्षिण बिजुली अफिस)	१ र ८	३० तीस फिट
४	विन्ड चौक देखि गोल्डेन चौक हुदै कुट विकास चौक सम्म	१ र ६	३० तीस फिट
५	बरागाडी देखि तालतलेया सम्म	२	३२ बत्तीस फिट
६	तरहरा लाबिपुर सडक	२० र १३	३० तीस फिट
७	मालवाम तरहरा सडक	१७ र २०	३० तीस फिट
८	नेपाली सेनाको गेट देखि पश्चिम आहतबारे सडक, पूर्व पश्चिम राजमार्ग सम्म	४ र ६	३० तीस फिट

जैष्ठ्य धर्म बर्तमान मन बान्ने उपहार प्राप्ती, विवाह स्वीकृति र भेटघाट तथा करीब सफल हुनेछ ।

वृष व्यापार व्यवसाय र धन सम्पत्ति बृद्धि । हात हालेको काम सजिलै पूरा हुने र पारिवारिक तथा प्रेम सम्बन्ध सुमधुर हुनेछ ।

मिथुन अतिथिहरूको काम गर्ने पारिवारिक तथा प्रेम सम्बन्धमा सुदृढ र मनोरन्जकपूर्ण दिन मिलेछ ।

कर्कट समय निकै खराब छ । परिधम अनुरूप फल नभिल्ले, यात्रा असफल र स्वास्थ्य प्रतिकूल हुनेछ ।

सिंह विद्या, बुद्धि, प्रतिभा, प्रेमीजन तथा सन्तानबाट सहयोग, व्यापार र व्यवसायबाट लाभ मिलेछ ।

कन्या प्रतिकूल समय भएकोले धेरै संघर्ष गर्नुपर्नेछ । धर्ममा बृद्धि र पारिवारिक अशांति बढ्नेछ ।

तुला भाग्यले साथ नोददा अस्वस्थता, बढी परिधम, शत्रु साँच्चै र पारिवारिक अशांति बढ्नेछ ।

वृश्चिक अतिथिहरूको काम सजिलै पूरा हुनेछ, अश्वाट सहयोग प्राप्त, निकै जोश, जागर र पराक्रम बढ्नेछ ।

धनु विवेचना गर्ने मान्छे बढी आउनेछ । निकै पार्थम्य परध्यात काम गर्नेछ ।

मकर तथापि रानीमा चन्द्रमा बसेकोले महत्वपूर्ण काम गर्ने, व्यापार, व्यवसायमा बृद्धि र रमाइलोपूर्ण दिन मिलेछ ।

कुम्भ चन्द्रमा नै चर्च स्थानमा बसेकोले आध्यात्मिक पन्दा चर्च बढ्ने, अस्वस्थता र विवाद बढ्नेछ ।

मीन मान, सम्मान बढ्ने, रोजगारको अवसर, विरोधीहरू पनि पीडित हुनेछन् ।

Site Clear and ESIA Concerned Letter of Itahari Sub-metropolitan City



इटहरी उप-महानगरपालिका

नगरकार्यपालिकाको कार्यालय

इटहरी, सुनसरी, कोशी, प्रदेश



प.स.: २०८०/०८१

च.नं.: ३१४६

मिति:- २०८०/०५/१७

श्री आयोजना प्रमुख ज्यू,
आयोजना समन्वय कार्यालय, NUGIP,
शहरी विकास तथा भवन निर्माण विभाग (DUDBC),
दवरमहल, काठमाण्डौ ।

विषय: जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको साईट खुल्ला (RoW clear) रहेको सम्बन्धमा ।

यस उप-महानगरपालिकामा शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल शहरी शासकिय पूर्वाधार आयोजना (NUGIP) का परामर्शदाता टोली (BN-PEA JV) ले तयार गर्दै गरेको जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति आयोजनाको DPR का चरणमा गरिने Environmental and Social Impact Assessment (ESIA) अध्ययनमा यस उप-महानगरपालिकाको वडा नं. ३ र ४ को जुट विकास चौक (महेन्द्र राजमार्ग) देखि तालतलैयासम्मको सडक खण्डको क्षेत्राधिकार (RoW) मिति २०७२/०६/०१ मा सरोकारवालाहरूको बैठक बसी निर्धारण भए अनुसार अहिले साईट खुल्ला (RoW clear) रहेको व्यहोरा जानकारी गराइन्छ । हाल उक्त सडक खण्डमा रहेका अस्थायी तथा सार्वजनिक संरचना, तथा स-साना रुख विरुवाहरू सार्न वा हटाउन स्थानीय तथा सम्बन्धित निकायहरूसँग सहकार्य गरी सामाजिक एवं वातावरणीय सुरक्षणको प्रत्याभूतिका लागि यस उप-महानगरपालिकाले आवश्यक सहयोग तथा समन्वय गरि रहेको व्यहोरा समेत जानकारी गराइन्छ ।

साथै, Environmental and Social Impact Assessment (ESIA) तयारीका क्रममा DSC Team र उप-महानगरपालिकाको तर्फबाट स्थानीय सरोकारवालाहरूसँग पर्याप्त मात्रामा छलफल एवं विचार विमर्श भएको व्यहोरा समेत जानकारी गराइन्छ ।

हेमकर्ण पौडेल

नगर प्रमुख
हेमकर्ण पौडेल
नगर प्रमुख

Letter regarding availability of Road Width



इटहरी उप-महानगरपालिका
नगरकार्यपालिकाको कार्यालय

इटहरी, सुनसरी,
कोशी प्रदेश

प.स. : २०८०/०८१

च.नं. : ५२२०



मिति २०८०/०८/०५

श्री आयोजना प्रमुख ज्यू,
आयोजना समन्वय कार्यालय, NUGIP,
शहरी विकास तथा भवन निर्माण विभाग (DUDBC),
ववरमहल, काठमाण्डौ ।

विषय: जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डमा कुनै मुद्दाहरु (Outstanding Issues) नरहेको सम्बन्धमा ।

यस उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल सहरी शासकिय पूर्वाधार आयोजना (NUGIP) मार्फत विश्व बैंकको आर्थिक सहयोगमा स्तरोन्नति हुन लागेको शन्दर्भमा उक्त सडक खण्डको क्षेत्राधिकार मिति २०७२/०६/०१ मा सरोकारवालाहरुको बैठक बसी निर्धारण भए अनुसार विद्यमान एवं प्रस्तावित सडक चौडाई १३.७ मिटर देखि १५.२३ मिटरसम्म सडकको शुरु बिन्दु देखि चेनेज १+५१५ कि.मी. सम्म र १५ मिटर देखि १८.२८ मिटरसम्म बाँकि सडक खण्डको साइट (Site) अहिले खुल्ला रहेको छ । उक्त सडक खण्डको स्तरोन्नतिका लागि प्रस्तावित सडक चौडाईमा कुनै मुद्दाहरु (Outstanding Issues) जस्तै: क्षतिपूर्तिका मुद्दा, भैभगडा वा अदालति मुद्दा आदि नरहेको व्यहोरा जानकारीको लागि अनुरोध गर्दछु । साथै, सर्वसाधारणको जानकारीको लागि वातावरणीय एवं सामाजिक प्रभाव मूल्याङ्कनको अन्तिम प्रतिवेदन तयार भएपछि उक्त प्रतिवेदनलाई यस उप-महानगरपालिकाको वेब साइट र सम्बन्धित निकायहरुमा राखी आयोजना सम्बन्धि पारदर्शीता अपनाउन यस उप-महानगरपालिका प्रतिबद्ध रहेको व्यहोरा समेत जानकारी लागि अनुरोध गर्दछु ।

हेमकर्ण पौडेल
नगर प्रमुख

हेमकर्ण पौडेल
नगर प्रमुख

Minute regarding compensation for private trees



आज मिति २०८०/०८/०१ गतेको दिन यस ईटहरी उपमहानगरपालिकाका नगर प्रमुख श्री हेमकर्ण पौडेल ज्यूको अध्यक्षतामा यस नगरपालिकाको वडा नं. २ मा पर्ने वरगाछी चोक (कोशी राजमार्ग) - महेन्द्र स्कुल - तालतलैया सडक खण्डको र त्यसै गरी वडा नं. ३ र ४ मा पर्ने जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको शहरी विकास तथा भवन निर्माण विभाग (DUDBC) अन्तर्गत नेपाल सहरी शासकिय पूर्वाधार आयोजना (NUGIP) मार्फत विश्व बैंकको आर्थिक सहयोगमा स्तरोन्नति हुन लागेको शन्दर्भमा वातावरणीय तथा सामाजिक सुरक्षणका विषयमा निम्नानुसारको उपस्थितिमा छलफल सम्पन्न भयो :

उपस्थित:

क्र.सं.	नाम	पद	दस्तखत
१.	श्री हेमकर्ण पौडेल	नगर प्रमुख	
२.	उमेश प्रबोदी	मेयर	
३.	पवित्रा श्रेष्ठ	उप मेयर	
४.	मिना खड्गी	" "	
५.	दिपेन्द्र लिम्बु	" "	
६.	दिनेश्वर लामा	" "	
७.	कुमारी वास्वा	सदस्य	
८.	माया कोइराला	सदस्य	
९.			
१०.			
११.			

छलफलका बुँदा एवं निर्णयहरू :

(१) वातावरणीय तथा सामाजिक मूल्याङ्कन (ESIA) प्रतिवेदन तयारीका क्रममा गरिएको सर्भेका अनुसार वरगाछी चोक (कोशी राजमार्ग) - महेन्द्र स्कुल - तालतलैया सडक खण्ड (सडक चौडाई - १७.५ मिटर, भित्र जम्मा २६ वटा वोट विरुवा तथा रुखहरू काट्न पर्नेसक्नेमा १५ वटा निजी फलफूलका रुखहरू काट्न पर्नेसक्ने देखिएको छ । त्यसै गरी जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्ड (शुरु बिन्दु देखि चेतनेज १+५१५ कि.मी. सम्ममा १३.७ मिटर देखि १५.२३ मिटरसम्म सडक चौडाई, २ वार्ड सडक खण्डमा १५ मिटर देखि १८.२८ मिटर) भित्र जम्मा ४५ वटा वोट विरुवा तथा रुखहरू काट्न पर्नेसक्नेमा २६ वटा निजी रुखहरू (२३ वटा काठ-दाउरामा प्रयोग हुने रुखहरू, तथा ३ वटा फलफूलका रुखहरू) काट्न पर्नेसक्ने देखिएको छ ।

(२) यस सडक स्तरोन्नतिको क्रममा सम्भव भएसम्म कम मात्र वोट-विरुवा तथा रुखहरू काटिने गरी काम गराउनुपर्ने विषयमा छलफल गरी तथा सोही अनुसार काम गराउने विषयमा निर्णय भयो । यसका साथै प्रति काटिएको रुख बराबर १० वटा नयाँ वोट विरुवा लगाउने विषयमा पनि छलफल गरी सोही अनुसार काम गराउने विषयमा पनि निर्णय भयो ।



(३) वडा नं. २ मा पर्ने वरगाछी चौक (कोशी राजमार्ग) - महेन्द्र स्कुल - तालतलैया सडक खण्ड र त्यसै गरी वडा नं. ३ र ४ मा पर्ने जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको डिजाइन अनुसारको सडक चौडाइ भित्र पर्ने निजी रुखहरु मध्ये काठ-दाउरामा प्रयोग हुने रुखका लागि प्रति रुख रु. २५०० का दरले, र त्यसै गरी फलफूलाका रुखका लागि प्रति रुख रु. ३५०० का दरले आवश्यकता अनुसार क्षतिपूर्ति रकम प्रदान गर्ने विषयमा छलफल गरी निर्णय गरियो ।

(Handwritten signatures and initials)

Minute of Meeting with Municipality

आज मिति २०७०/०५/१८ गतेका दिन यस बडहरी उप-महानगर पालिकाको उप-प्रमुख संजिता कुमारी चौधरी र को-अवधारकतामा नेपाल शहरी बायबिय तथा बर्वाद्धार आयोजना शहरगत बडहरी उपमहानगर पालिका वडा नं. २ मा पर्ने मस्तकवि बरजाकी चौक - मेहेन्द्र स्कूल - तालतलैया सडक खण्ड र वडा नं. ३ र ४ मा पर्ने मस्तकवि जुट विकास चौक (मेहेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्लेशेनली गर्ने कार्यको विवरण परियोजना र्वे वातावरणिय सामासिक मभाव प्रत्यांकन (ESIA) तथावीका ठमशा तपकिल वगैभिमको उपस्थितता विरुद्ध हलफल मस्कोतथा निर्णय गरियो ।

- | | | | |
|------|--------------------------|-----------------------------|--|
| (१) | संजिता कुमारी चौधरी | उप-प्रमुख | |
| (२) | समजोद जोषा | कार्यपालिका अध्यक्ष | |
| (३) | डा. अर्जुन कुमार दास | मौ. पू. विज्ञ | |
| (४) | डा. अश्विन बिमि | इन्जिनियर | |
| (५) | डा. योगेश पौडेल | आधिकार गती | |
| (६) | डा. चन्द्र प्रताप भट्टाई | सामासिक वि. विज्ञ | |
| (७) | डा. रघुनाथ खकुरेल | Social expert / BN. | |
| (८) | डा. योगेश दास | Environment Specialist / BN | |
| (९) | डा. सुरेश लिम्बू | स्व-रनिंग | |
| १० | डा. कायापुम माझी | ५-१९ डि. १९९८ | |
| (११) | डा. गोबिन्द चौधरी | स. ई | |

निर्णयहरू:

- (१) प्रस्तावित जुट विकास चौक (मेहेन्द्र राजमार्ग) - तालतलैया सडक खण्डमा जुट विकास चौक देरेख वडा ३ र ४ को सिमाना सम ५० फिट Row (वाटोको सेनाधिकार) रहेको र जो स्थानबाट तालतलैयासडक ६० फिट Row रहेको र जोही अनुसार डिजाईन मा मावश्यक स्लेशेनली समावेश गरिएको दिखना हलफल भएको ।
- (२) मस्तकवि बरजाकी - मेहेन्द्र स्कूल - तालतलैया सडक खण्डमा वाटोको सेनाधिकार (Row) ३२ फिट रहेको र व्यहोमिरादी

डिजाइन कार्रमा आवश्यक स्थानाहरू समावेश गरेको
विषयमा छलफल गरियो।

- ③ यस अ-हानाउपपालिकाको संयोजन गरिएको यस
हा. योजना सार्वजनिक संयोजनमा आवश्यकता पर्ने
पनि सरोकारवालाहरूसँग छलफल भएको र DPR का
क्रममा पनि सार्वजनिक मेलका लागि सूचना प्रकाशन
गरिएको र २०८०/०५/१८ तथा २०८०/०५/१९ मा
सार्वजनिक मेलहरू गरी यस हा. योजनासँग सम्बन्धित
वातावरणीय तथा सामाजिक पक्षहरूको बारेमा जानकारी तथा
छलफल गर्ने विषयमा निर्णय गरियो।

- ④ आयोजना जेम्मा यस हा. योजनाको कारण पनि सम्बन्धित
वातावरणीय तथा सामाजिक हानाहरू सम्बन्धित न्यूनीकरण
गर्ने, र आवश्यक उपायहरू समावेश गरी वातावरणीय
तथा सामाजिक तथ्याङ्क गृहपत्र (ESIA) प्रतिक्रिया
समावेश गर्ने विषयमा निर्णय गरियो।



Public Notice regarding Public Consultation



इटहरी उप-महानगरपालिका

नगरकार्यपालिकाको कार्यालय

इटहरी, सुनसरी, कोशी प्रदेश



मिति २०८०/०५/०५

विषय:- सूचना

सूचना

शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल सहरी शासकिय पूर्वाधार आयोजना (NUGIP) ले यस इटहरी उप-महानगरपालिका, बडा नं. ३ र ४ अन्तर्गत पर्ने जुट विकास चोक (महेन्द्र राजमार्ग) देखि तालतलैयासम्मको सडक खण्डको स्तरोन्नति गर्ने भएको छ। यसै सिलसिलामा उक्त सडक खण्डको विस्तृत परियोजना प्रतिवेदन तयारीका चरणमा गरिने वातावरणीय तथा समाजिक प्रभाव मूल्याङ्कन (ESIA) अध्ययनका क्रममा परामर्शदाता (BN-PEA JV) का DSC Team, उप-महानगरपालिका र यस उप-महानगरपालिका बडा नं. ३ र ४ को जुट विकास चोक (महेन्द्र राजमार्ग) देखि तालतलैयासम्मको सडक खण्डको आयोजनाबाट प्रभावित हुने वासिन्दा/जग्गा धनीहरुका विच निम्न उल्लेखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तरक्रिया कार्यक्रममा उपस्थित हुनका लागि सम्बन्धित सबै सरोकारवालाहरुलाई सूचित गरिन्छ।

अन्तरक्रिया हुने मिति र स्थान:

मिति: २०८०/०५/१९ गते मंगलवार।

समय: बिहान ७:०० बजे

स्थान: भेटघाट चोक, बडा नं. ४, इटहरी उप-महानगरपालिका।

मिति: २०८०/०५/१९ गते मंगलवार।

समय: बिहान ९:०० बजे

स्थान: पूरण चोक, बडा नं. ३, इटहरी उप-महानगरपालिका।

राम चरित्र मेहता

(प्रमुख प्रशासकिय अधिकृत)

राम मेहता
प्रमुख प्रशासकिय अधिकृत

Muchulka of Notice for Public Consultations



इटहरी उपमहानगरपालिका
नगरकार्यपालिकाको कार्यालय
इटहरी, सुनसरी, कोशी प्रदेश

सूचना टास गरेको मुचुल्का

प्रस्तुत विषयमा यस इटहरी उपमहानगरपालिका, नगरकार्यपालिकाको कार्यालयको मिति २०८०/०५/०८ गते प्रकाशित सूचना बमोजिम यस इटहरी उपमहानगरपालिकाको वडा नं. २ अन्तर्गत पर्ने वरगाछी चौक(कोशी राजमार्ग) देखि महेन्द्र स्कुल हुदै तालतलैयासम्मको सडक स्तरोन्नति गर्ने सम्बन्धमा विस्तृत छलफल तथा अन्तरक्रिया कार्यक्रममा उपस्थित हुनका लागि सम्बन्धित सबै सरोकारवालाहरुला सूचित गराइएको सूचना आज मिति २०८०/०५/०८ गते दिनको २:०० बजे हामी तपसिल बमोजिमका व्यक्तिहरुको रोहवरमा यस कार्यालयको सूचना पार्टीमा सर्वसाधारणले देखे गरी टास गरेको ठीक हो भनी यो मुचुल्का गरी सहीछाप गरिदियो ।

तपसिल

१. नविन सिंह छुन्नी
२. सुविष्णु शाह
३. समिर चौबे

काठ ताम्रैली गर्ने: श्री डिल्ली प्रसाद शर्मा (का.स.)

Public Consultations

A. Meeting Minutes of Itahari Sub-Metropolitan City Officials

आम्र मिति २०८०/०५/१८ गतेका दिन यस बडहरी उप-महानगर पालिकाको उप-प्रमुख बंजिता कुमारी चौधरी ज्यू को अध्यक्षतामा नेपाल सरकारको माध्यमिक तथा सर्वोच्च आयोगको अन्तर्गत बडहरी उपमहानगर पालिका वडा नं. १ मा पर्ने मधुवनाको बरगाडी चौक - मेहेन्द्र स्कूल - तालतलैया सडक खण्ड र वडा नं. ३ र ४ मा पर्ने मस्ताको जुट विक्रय चौक (मेहेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नती गर्ने कार्यको विवरण परियोजना एवं वातावरणिय सामाजिक मभाव प्रयांकन (ESIA) तयारीका क्रममा तपकिल वसोभिसको उपस्थितिमा निम्न हलफल भएको थियो। निवेदन गरियो।

- | | | | |
|------|----------------------------|-------------------------------|--|
| (१) | बंजिता कुमारी चौधरी | उप-प्रमुख | |
| (२) | श. प्रमोद जोषा | कार्यपालिका अध्यक्ष | |
| (३) | श्री अर्जुन कुमारी दाहाल | मौ. पू. विज्ञ | |
| (४) | श्री अश्विन खिमि | इन्जिनियर | |
| (५) | श्री योगेश पोखरेल | आयोजनाकर्ता | |
| (६) | श्री चन्द्र प्रताप भट्टराई | सामाजिक वि. विज्ञ | |
| (७) | श्री रघुनाथ खकुरेल | Social expert / BN. | |
| (८) | श्री योगेश दाहाल | Environmental specialist / BN | |
| (९) | श्री सुरेश लिम्बू | स. र. निगर | |
| १० | श्री कृष्ण प्रसाद माझी | ५-११ मिति १९९८ | |
| (११) | श्री गोबिन्द चौधरी | स. र. | |

निर्णयहरू:

- (१) प्रस्तावित जुट विक्रय चौक (मेहेन्द्र राजमार्ग) - तालतलैया सडक खण्डमा जुट विक्रय चौक देरेको वडा ३ र ४ को सिमाना सल ५० फिट Row (वायुमय संशोधनकार) रहेको र सो स्थानबाट तालतलैयासम्म ६० फिट Row रहेको र जोही अनुसार डिजाइन गर्न आवश्यक स्तरोन्नति सम्पन्न गरिएको देखिने हलफल भएको।
- (२) मस्ताको बरगाडी - मेहेन्द्र स्कूल - तालतलैया सडक खण्डमा बाटोको नैनाधिका (Row) ३२ फिट रहेको र व्यहोमिटरको

डिजाइन कार्रमा आवश्यक स्थानाहरू समावेश गरेको
विषयमा छलफल गरियो।

- ③ यस अ-गहानापालिकाको संयोजन गरिएको यस
हाथोजना सार्वजनिक संशोधनमा आवश्यकताको अभाव
पनि सरोकारवालाहरूसँग छलफल भएको र मगर का
क्रममा पनि सार्वजनिक मेलका लागि सूचना प्रकाश
गरेको र २०८०/०५/१८ तथा २०८०/०५/१९ मा
सार्वजनिक मेलहरू गरी यस हाथोजनासँग सम्बन्धित
वातावरणीय तथा सामाजिक पक्षहरूको बारेमा जानकारी तथा
छलफल गर्ने विषयमा निर्णय गरियो।

- ④ आयोजना जेम्मा यस हाथोजनाको कारण पर्ने सम्बन्ध
वातावरणीय तथा सामाजिक हानिहरू सम्बन्धित नभएको
गरी, व आवश्यक उपायहरू समावेश गरी वातावरणीय
तथा सामाजिक तथा वन्यजन्तु (ESIA) प्रतिक्रिया
समावेश गर्ने विषयमा निर्णय गरियो।



B. Meeting Minutes of Public Consultation with DSC Team, Municipal Authority, Ward Representatives and Community Members (ward no. 3)

सार्वजनिक छलफल तथा अन्तरक्रिया

आज मिति २०८०/०५/१९ गते मंगलबारका दिन यस इटहरी उप-महानगरपालिकाको उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ३ स्थित पूराण चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय सरोकारवालाहरूका विच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

क्र.सं.	नाम	पद/पेशा	दस्तखत	संपर्क नं.
१.	सुशीला चौधरी	उप मेयर		९८२२०६४९९१
२.	उमेश पुनेरी	अध्यक्ष		९८२२०६३९६३
३.	सूर्यमणि निरौला	स्थानीय		९८२२०६६६२२
४.	सुरेश राई	स्थानीय		९८१९२९९२३३
५.	शम्भु शर्मा	स्थानीय		९८१८३९९९८८
६.	तारा वा. विश्वकर्मा	" "		९८०७०२६०८५
७.	सुमन शर्मा	अध्यक्ष		९८०२२९९०८८
८.	गोकुल प्रधान	शिक्षक		९८१२०५८११९
९.	श्रेष्ठ पुनः पुनः	अध्यक्ष		९८१२०५८११९
१०.	बालुवा गोकुल शर्मा	स्थानीय		९८१२०५८११९
११.	देवराज गोकुल शर्मा	स्थानीय		९८१२०५८११९
१२.	विष्णुनाथ सुपेरी	स्थानीय		९८१२०५८११९
१३.	सुजन शर्मा	स्थानीय		९८१२०५८११९
१४.	सुनिल शर्मा	स्थानीय		९८१२०५८११९
१५.	सुनिल शर्मा	स्थानीय		९८१२०५८११९
१६.	सुनिल शर्मा	स्थानीय		९८१२०५८११९
१७.	सुनिल शर्मा	स्थानीय		९८१२०५८११९
१८.	सुनिल शर्मा	स्थानीय		९८१२०५८११९
१९.	सुनिल शर्मा	स्थानीय		९८१२०५८११९
२०.	सुनिल शर्मा	स्थानीय		९८१२०५८११९

क्र.सं.	नाम	पद/पेशा	दस्तखत	संपर्क नं.
१८९	सविश्व रिवा	स्थानीय	गोपबहा	
१९०	मानवकुमुद गजरा	स्थानीय	हरने मख	
२०	रमेश आचार्य	आयुक्त/कार्गो के सदस्य		९८४९९६४२३
२०	रेणुका राई	इपि		९८५९०६४६९
२२	दुर्गा शर्मा (गोतम)	शिक्षक	होमर	९८४२९६६२८६
२२	लगेकु नापा नापा	नामि -		
२२	बाल कुमारी लुइले गट्टिनी			९८४९९९२०९८
२९	समिता राई	गट्टिनी		९८०५३२६५९५
२९	कमला तामा	गट्टिनी	समिता	९९०५३३८८५६
२६	सोना चौधरी	गट्टिनी	कमला	९८६२०६२८३६
२६	मिम कुमार गिरी	स्थानीय		९८०६०६९६०
२६	अम कुमार लाम	स्थानीय		९८९९६२९२३९
२८	लक्ष्मी जोशी	कृषि		९८०८३८२३५६
२९	कुल प्रसाद शीवाडरी	शिक्षक	लक्ष्मी	
३०	जिवन निजि	बजिनिम		९८४२९२९०८
३१	रघु खकुरेल	(Sociology/BN)		९८६२०८६२४
३२	मोजेश शर्मा	Environmental Specialist		

C. Meeting Minutes of Public Consultation with DSC Team, Municipal Authority, Ward Representatives and Community Members (ward no. 4)

सार्वजनिक छलफल तथा अन्तरक्रिया

आज मिति २०८०/०५/१९ गते मंगलवारको दिन यस इटहरी उप-महानगरपालिकाको उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ४ स्थित भेटघाट चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय सरकारवालाहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

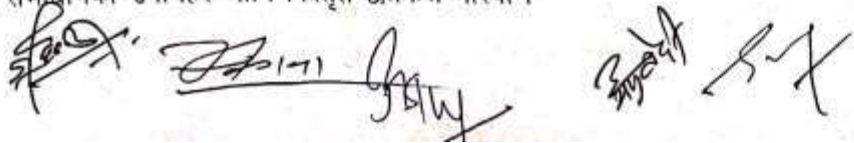
क्र.सं.	नाम	पद/पेशा	दस्तखत	संपर्क नं.
१.	रंजिता कुमारी मजिरी	मैम		
२.	गणेशमान			
३.	विश्वेश्वर शर्मा			
४.	लक्ष्मी चापागाई	म. सदस्य		
५.	अष्ट व. वल्लभ	वडा सदस्य		
६.	कुमार लाम			९८४२९२५८२४
७.	राज भण्डारी			
८.	पुष्पलाल शर्मा			
९.	बैर व. विक्रम			
१०.	तेशल मजिरी			
११.	राज लाम			
१२.	राज लाम			
१३.	पुष्पलाल			
१४.	लाम व. लाम			
१५.	पुष्पलाल लाम			
१६.	आनन्द मजिरी			
१७.	अर्जुन कुमार लाम			९८२५२११२९
१८.	रघु स्वकुमरे (Sociologist/BN)			९८०७००२८९८
१९.	योगेश शर्मा Environmental Specialist			९८५२०४८९८७

क्र.सं.	नाम	पद/पेशा	दस्तावेज	संपर्क नं.
१६	हरीश्वर शर्मा	-		९८५२०६११८२
१७	धन सुमारी	भाषा		९८९९०२२९८३
१९	शुभ सुमारी			९८५११५२५०६
२०	कुम्हार सुमारी			९८०६०६२६९०
२१	भारती शर्मा			९८५११९१७८२
२३	मिना ठकाल			९८४२३०९९८८
२४	कुशी वल्लभ			९८९५३४३५४५
२५	धन सुमारी			९८०४३२३२२०
२६	गारापानी सुमारी			९८४२०५५४६
२७	जावही ठाकुर			९८४२५९०२६२
२८	जन्म शर्मा			९८०३२४९२४६
२९	कुशु शर्मा			९८०४३२९५२९
३०	शैब सुमारी	खान्दानी		९८१४६६३३६६
३१	यसोदा शर्मा			९८२४३९९६२४
३२	दिनेश शर्मा	गोपाल		९८४३०३९३८
३३	गिरि शर्मा			९८०४०९२३३४
३४	जन्म शर्मा			९८४९५९६८२९
३५	जन्म शर्मा			९८९०४२०४५२
३६	जन्म शर्मा			
३७	जन्म शर्मा			
३८	जन्म शर्मा			
३९	जन्म शर्मा			
४०	जन्म शर्मा			

क्र.सं.	नाम	पद/पेशा	दस्तावेज	संपर्क नं.
४१	हेन्रि शेव	ब्यापार		९८२२०२६२२५
४२	नारायण झाकोष	भाषा		९८२०३०३४००
४३	सन्तोष बापामा	ब्यापार		९८१६३८२९८६
४४	खेमराज कुटुवाल			९८५२२५२५५०
४५	पित्रि शेव			९८४२२९८०८८५
४६	कुपे क. शेव			९८४२२९९९९९९
४७	गोपाल जोशी			९८४२२९९९९९९
४८	डियो क. शेव			९८४२२९९९९९९
४९	मक क. शेव			९८४२२९९९९९९
५०	बुद्धिमान सहाय	लेखाधिकारी		९८०४०८२९९०
५१	माल क. शेव			९८४२२९९९९९९
५२	मल क. शेव			९८४२२९९९९९९
५३	माल क. शेव			९८४२२९९९९९९
५४	माल क. शेव			९८४२२९९९९९९
५५	माल क. शेव			९८४२२९९९९९९
५६	माल क. शेव			९८४२२९९९९९९
५७	माल क. शेव			९८४२२९९९९९९
५८	माल क. शेव			९८४२२९९९९९९
५९	माल क. शेव			९८४२२९९९९९९
६०	माल क. शेव			९८४२२९९९९९९
६१	माल क. शेव			९८४२२९९९९९९
६२	माल क. शेव			९८४२२९९९९९९
६३	माल क. शेव			९८४२२९९९९९९
६४	माल क. शेव			९८४२२९९९९९९
६५	माल क. शेव			९८४२२९९९९९९
६६	माल क. शेव			९८४२२९९९९९९
६७	माल क. शेव			९८४२२९९९९९९
६८	माल क. शेव			९८४२२९९९९९९
६९	माल क. शेव			९८४२२९९९९९९
७०	माल क. शेव			९८४२२९९९९९९

आज माथि उल्लेखित महानुभावहरुको उपस्थितिमा भएको छलफलका बुँदा एवं निर्णयहरु:

१. यस इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको क्षेत्राधिकार वडा नं. ३ मा ६० फिट (१८.२८ मिटर) र वडा नं. ४ मा ५० फिट (१५.२३ मिटर) रहेको सम्बन्धमा सम्बन्धित सबै सरोकारवालाहरु जानकारी रहेको र उक्त सडक खण्ड यथाशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो। साथै सडक निर्माण कार्य गर्दा अपनाइने विधि र प्रकृयाका बारेमा जानकारी दिने कार्य समेत गरियो।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय बासिन्दाहरुलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल, कल्भर्ट र सिंचाइको कुलो निर्माण कार्य शुरु गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो। साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा वैकल्पिक रुपमा ट्याङ्गरवाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने र ढल निकास अवरुद्ध भएमा त्यसको उचित व्यवस्थापन हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
४. यस प्रस्तावित सडक खण्ड क्षेत्रमा घरेलु हिंसा तथा लैङ्गिक विभेद सम्बन्धि खासै समस्या नदेखिए पनि बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भैँभगडा वा अवान्छित गतिविधिका सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो।
५. सडक निर्माणका क्रममा हुन सक्ने ध्वनी, वायु प्रदुषण जस्ता समस्याका र त्यसको निराकरण सम्बन्धमा विस्तृत छलफल गरियो।
६. सडक निर्माणका क्रममा प्रस्तावित सडक खण्डका किनारमा रहेका वर पीपलका रुख/चौतारी एवं धार्मिक सम्पदाको संरक्षण गर्ने, र सकेसम्म कम मात्र रुखहरु काट्ने गरी डिजाइन गर्ने विषयमा छलफल भयो। साथै काटिएका रुखहरुका हकमा प्रति एक रुख बराबर १० नयाँ बिरुवाहरु लगाउने, तथा हरियाली प्रवर्धनका क्रियाकलापहरु गरिने विषयमा छलफल गरियो।
७. निर्माण व्यवसायीको क्याम्प र कामदारका लागि शिविर वडा नं. ४, ~~चौदहरी चोक पूर्व, बुद्धी खोला~~ नजिकको खाली स्थान उपयुक्त हुने र बाटो खन्दा उत्पन्न हुने माटो ढुङ्गा आदि फाल्न वडा नं. ४, ~~चौदहरी चोक पूर्व, बुद्धी खोला~~ नजिकको खाली स्थान उपयुक्त हुने सम्बन्धमा छलफल गरियो।
८. यस प्रस्तावित सडक खण्डको प्रस्थान बिन्दु (बरगाछी चोक) देखि अन्तिम बिन्दु (तालतलैया) सम्मको सडकको दायाँ बायाँ भण्डै ३६२ घरधुरी रहेको र महिला संख्या लगभग ६६९ र पुरुषको संख्या ८०९ रहेको छ।
९. यस प्रस्तावित सडक चौडाई (Road width) भित्र कुनै पनि संरचनाहरु नरहेको सम्बन्धमा विस्तृत छलफल गरियो।
१०. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन बारे यस उप-महानगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिन सकिने लगायत सडक निर्माणका क्रममा आइपर्ने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरु माथि विस्तृत छलफल गरियो।



D. Meeting Minutes of Public Consultation with DSC Team, Municipal Authority, Ward Representatives and Indigenous People of the Community (ward no. 3 & 4)

आदिवासी/जनजातिहरूसँग भएको छलफल

आज मिति २०८०/०५/१९ गते मंगलवारका दिन यस इटहरी उप-महानगरपालिकाकी उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ३ स्थित पूराण चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय जनजातिहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।


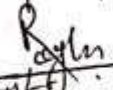

क्र.सं.	नाम	पद/पेशा	दस्तखत	संपर्क नं.
१.	सुशीला चौधरी	३९ वर्ष	[Signature]	९८५२०७५९९१
२.	लौड मया तामाङ	बेरोगार	[Signature]	९८५२११५०६८
३.	अम्बिका लाम	बेरोगार	[Signature]	९८६२१५५६१७
४.	विष्णु कुमार राई	बेरोगार	[Signature]	९८०७३२२१९५
५.	मन्नाम मर्दि	बेरोगार	[Signature]	९८११०७१७९
६.	किरण लिम्बु	"	[Signature]	९८५२०७७१५९
७.	बन्दा गुरुङ	बेरोगार	[Signature]	९८१०२२४६३०
८.	पाक राई	"	[Signature]	९८१६३४८८०२
९.	बुद्धा बुद्धा	"	[Signature]	९८११३३८६८०
१०.	जिवेन बिराली	"	[Signature]	९८१२३७४६२५
११.	रोविन सुब्बा	विद्यार्थी	[Signature]	९८११०६९८०
१२.	भुपेन्द्र तामाङ	विद्यार्थी	[Signature]	९८६१६९६१६६
१३.	प्रेम बुद्धा	विद्यार्थी	[Signature]	९८५२५८३९९९
१४.	उमिर लाम	विद्यार्थी	[Signature]	९८०५५३९९५६
१५.	समीला राई	गृहिणी	[Signature]	९८६३०६२८२६
१६.	कुमला तामाङ	गृहिणी	[Signature]	
१७.	सौमा चौधरी	गृहिणी	[Signature]	
१८.	मान्ना हनुमन्तर	गृहिणी	[Signature]	
१९.	सुजन राई	गृहिणी	[Signature]	
२०.	बेपका राई	गृहिणी	[Signature]	९८४२०२३८६३

- २१) जीवन विज्ञाने बिज्ञानि SC22052828
- २२) रघु स्फुरेन (Sociology/BN) SC22052828
- २३) प्रोजेक्ट शक्ति Environmental Specialist SC22052828

आदिवासी/जनजातिहरूसंग भएको छलफल

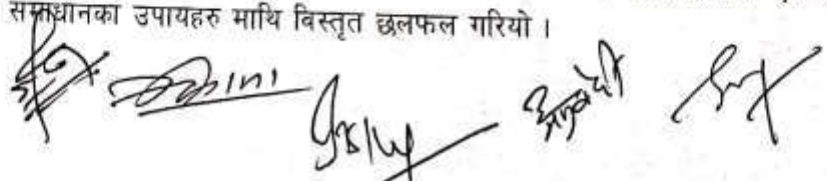
आज मिति २०८०/०५/१९ गते मंगलवारका दिन यस इटहरी उप-महानगरपालिकाको उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ४ स्थित भेटघाट चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय जनजातिहरूका विच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो। साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो।

क्र.सं.	नाम	पद/पेशा	दस्तावेज	संपर्क नं.
१.	जि.बहादुर तामाङ	मु.मु.	CS	९८५०२१०२६९
२.	बाबुलाल तामाङ	ने.ने.स.स.स.	CS	९८२२५३९१२९
३.				
४.	गोपाल कु. श्रेष्ठ		CS	९८४२०४४४०९
५.	डि.बहादुर तामाङ		CS	९८४५६८०८५४
६.	बहादुर श्रेष्ठ		CS	९८५३९६९४४३
७.	सुपुर्ण त. श्रेष्ठ		CS	९८४२२२४२४६
८.	इन्द्राव. राई		CS	९८०३२४९४४४
९.	दिलो तामाङ		CS	९८६२९२६८८३
१०.	लाल कु. सुब्बा		CS	९८४२०४६४४४
११.	नैरन्द्र श्रेष्ठ		CS	९८४२२४०९४४
१२.	निमि लिम्बू		CS	९८०४०९२३४
१३.	फूल कुमारी तामाङ		CS	९८०५४५३९६६
१४.	कोमल तामाङ		CS	९८४२२०९८४४
१५.	बहादुर तामाङ		CS	९८४२२९४४६४
१६.	मीन तामाङ		CS	९८२२२४२४४
१७.	नारायण तामाङ		CS	९८०६०६४४
१८.	भारती श्रेष्ठ		CS	९८४२२४२४४
१९.	इन्द्राव. तामाङ		CS	९८४२२४२४४
२०.	इन्द्राव. तामाङ		CS	९८४२२४२४४

२०. जीवन धर्मौ इन्जिनियर  ९८५२०४५४२४
२१. रघु खड्गरेल (Sociology/BH) 
२२. योगेश झाव्य Environmental Scientist 

आज माथि उल्लेखित महानुभावहरुको उपस्थितिमा भएको छलफलका बुँदा एवं निर्णयहरु:


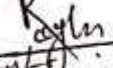

१. यस इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको क्षेत्राधिकार वडा नं. ३ मा ६० फिट (१८.२८ मिटर) र वडा नं. ४ मा ५० फिट (१५.२३ मिटर) रहेको सम्बन्धमा सम्बन्धित सबै सरोकारवालाहरु जानकारी रहेको र उक्त सडक खण्ड यथाशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो। साथै सडक निर्माण कार्य गर्दा अपनाइने विधि र प्रक्रियाका बारेमा जानकारी दिने कार्य समेत गरियो।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय बासिन्दाहरुलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल, कल्भर्ट र सिंचाइको कुलो निर्माण कार्य शुरु गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो। साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा वैकल्पिक रुपमा ट्याङ्करबाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने र ढल निकास अवरुद्ध भएमा त्यसको उचित व्यवस्थापन हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
४. यस प्रस्तावित सडक खण्ड क्षेत्रमा घरेलु हिंसा तथा लैङ्गिक विभेद सम्बन्धि खासै समस्या नदेखिए पनि बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भैँभगडा वा अवान्छित गतिविधिका सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो।
५. सडक निर्माणका क्रममा हुन सक्ने ध्वनी, वायु प्रदुषण जस्ता समस्याका र त्यसको निराकरण सम्बन्धमा विस्तृत छलफल गरियो।
६. सडक निर्माणका क्रममा प्रस्तावित सडक खण्डका किनारमा रहेका वर पीपलका रुख/चौतारी एवं धार्मिक सम्पदाको संरक्षण गर्ने, र सकेसम्म कम मात्र रुखहरु काट्ने गरी डिजाइन गर्ने विषयमा छलफल भयो। साथै काटिएका रुखहरुका हकमा प्रति एक रुख बराबर १० नयाँ विरुवाहरु लगाउने, तथा हरियाली प्रवर्धनका क्रियाकलापहरु गरिने विषयमा छलफल गरियो।
७. निर्माण व्यवसायीको क्याम्प र कामदारका लागि शिविर वडा नं. ४, चाँदनी चोक पूर्व, बुढी खोला नजिकको खाली स्थान उपयुक्त हुने र बाटो खन्दा उत्पन्न हुने माटो ढुङ्गा आदि फाल्न वडा नं. ४, चाँदनी चोक पूर्व, बुढी खोला नजिकको खाली स्थान उपयुक्त हुने सम्बन्धमा छलफल गरियो।
८. यस प्रस्तावित सडक खण्डको प्रस्थान बिन्दु (बरगाछी चोक) देखि अन्तिम बिन्दु (तालतलैया) सम्मको सडकको दायाँ बायाँ जनजातिको घरधुरी संख्या लगभग १४५ रहेको र महिला ३०४ र पुरुषको ३१९ संख्या रहेको विषयमा छलफल गरियो।
९. यस प्रस्तावित सडक चौडाइ (Road width) भित्र कुनै पनि संरचनाहरु नरहेको सम्बन्धमा विस्तृत छलफल गरियो।
१०. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन बारे यस उप-महानगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिन सकिने लगायत सडक निर्माणका क्रममा आइपर्ने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरु माथि विस्तृत छलफल गरियो।



आदिवासी/जनजातिहरूसंग भएको छलफल

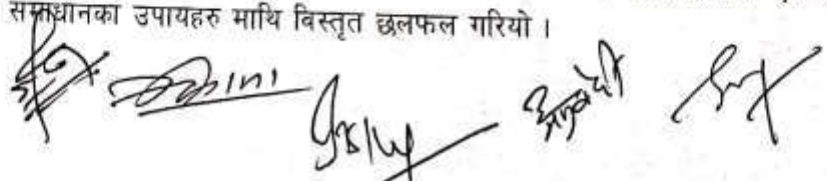
आज मिति २०८०/०५/१९ गते मंगलवारका दिन यस इटहरी उप-महानगरपालिकाको उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ४ स्थित भेटघाट चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय जनजातिहरूका विच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो। साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो।

क.सं.	नाम	पद/पेशा	दस्तावेज	संपर्क नं.
१.	जि.रुद्र तामाङ	मु.सु.	CS	९८१०२१०२६९
२.	बाबुलाल तामाङ	दे.स.स.स.स.	CS	९८२२१३११२९
३.				
४.	गोपाल कु. श्रेष्ठ		CS	९८२०५४४०९
५.	डि.आ. नारायण-श्रीष्ठ		CS	९८४५६८०८५२
६.	कमल चौधरी		CS	९८१३९६१४५३
७.	सुधन त. श्रेष्ठ		CS	९८४२२५२२६६
८.	इन्द्रा. व. राई		CS	९८०३२४९४४४
९.	दिलो जोशी		CS	९८६२९२६८८३
१०.	लाल कु. सुब्बा		CS	९८२२०२६५४४
११.	नैरन्द्र श्रेष्ठ		CS	९८४२३५०९९९
१२.	चित्र लिम्बू		CS	
१३.	फूल कुमारी तामाङ		CS	९८०४०९२३२
१४.	कोमल सुब्बा		CS	९८०५४५३९६६
१५.	कु.सुब्बा तामाङ		CS	९८४२३०८८८८
१६.	मीन शम्शेर पौडेल		CS	९८४२२९४४६९
१७.	नारायण कुमल शर्मा		CS	९८२२३०३३३३
१८.	भारती श्रेष्ठ		CS	९८०६०६६६६
१९.	इन्द्रा. तामाङ		CS	९८०६०६६६६
२०.	अर्जुन कुमल शर्मा		CS	९८१३३४४३३३

२०. जीवन धर्मो इन्जिनियर  ९८५२०४५४२४
२१. रघु खड्गरेल (Sociology/BH) 
२२. योगेश झाव्य Environmental Scientist 

आज माथि उल्लेखित महानुभावहरुको उपस्थितिमा भएको छलफलका बुँदा एवं निर्णयहरु:

१. यस इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको क्षेत्राधिकार वडा नं. ३ मा ६० फिट (१८.२८ मिटर) र वडा नं. ४ मा ५० फिट (१५.२३ मिटर) रहेको सम्बन्धमा सम्बन्धित सबै सरोकारवालाहरु जानकारी रहेको र उक्त सडक खण्ड यथाशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो। साथै सडक निर्माण कार्य गर्दा अपनाइने विधि र प्रकृयाका बारेमा जानकारी दिने कार्य समेत गरियो।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय बासिन्दाहरुलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल, कल्भर्ट र सिंचाइको कुलो निर्माण कार्य शुरु गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो। साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा वैकल्पिक रुपमा ट्याङ्करबाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने र ढल निकास अवरुद्ध भएमा त्यसको उचित व्यवस्थापन हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो।
४. यस प्रस्तावित सडक खण्ड क्षेत्रमा घरेलु हिंसा तथा लैङ्गिक विभेद सम्बन्धि खासै समस्या नदेखिए पनि बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भैँभगडा वा अवान्छित गतिविधिका सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो।
५. सडक निर्माणका क्रममा हुन सक्ने ध्वनी, वायु प्रदुषण जस्ता समस्याका र त्यसको निराकरण सम्बन्धमा विस्तृत छलफल गरियो।
६. सडक निर्माणका क्रममा प्रस्तावित सडक खण्डका किनारमा रहेका वर पीपलका रुख/चौतारी एवं धार्मिक सम्पदाको संरक्षण गर्ने, र सकेसम्म कम मात्र रुखहरु काट्ने गरी डिजाइन गर्ने विषयमा छलफल भयो। साथै काटिएका रुखहरुका हकमा प्रति एक रुख बराबर १० नयाँ विरुवाहरु लगाउने, तथा हरियाली प्रवर्धनका क्रियाकलापहरु गरिने विषयमा छलफल गरियो।
७. निर्माण व्यवसायीको क्याम्प र कामदारका लागि शिविर वडा नं. ४, ~~चौदंडी चोक पूर्व, बुढी खोला~~ नजिकको खाली स्थान उपयुक्त हुने र बाटो खन्दा उत्पन्न हुने माटो ढुङ्गा आदि फाल्न वडा नं. ४, ~~चौदंडी चोक पूर्व, बुढी खोला~~ नजिकको खाली स्थान उपयुक्त हुने सम्बन्धमा छलफल गरियो।
८. यस प्रस्तावित सडक खण्डको प्रस्थान बिन्दु (बरगाछी चोक) देखि अन्तिम बिन्दु (तालतलैया) सम्मको सडकको दायाँ बायाँ जनजातिको घरधुरी संख्या लगभग १४५ रहेको र महिला ३०४ र पुरुषको ३१५ संख्या रहेको विषयमा छलफल गरियो।
९. यस प्रस्तावित सडक चौडाइ (Road width) भित्र कुनै पनि संरचनाहरु नरहेको सम्बन्धमा विस्तृत छलफल गरियो।
१०. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन बारे यस उप-महानगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिन सकिने लगायत सडक निर्माणका क्रममा आइपर्ने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरु माथि विस्तृत छलफल गरियो।

 5

E. Meeting Minutes of Public Consultation with DSC Team, Municipal Authority, Ward Representatives and Women of the Community (ward no. 3 and 4)

महिलाहरूसंग भएको छलफल

आज मिति २०८०/०५/१९ गते मंगलवारका दिन यस इटहरी उप-महानगरपालिकाको उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ३ स्थित पूराण चौकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय महिलाहरूका विच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरु माथि उठेका मुद्दाहरु (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

क्र.सं.	नाम	पद/पेशा	दस्तखत	संपर्क नं.
१.	रंजिता चौधरी	उप प्रमुख		९८४२०६८९३९
२.	हेतुका शास्त्रा	गृहिणी		९८४२९२०१६०
३.	कुर्मी शर्मा (जोतम)	शिक्षक (प्र.अ.)		९८४२९६६२८६
४.	लोकेश शर्मा लामसु. बरंगौली			९८४२११५०६८
५.	पाल कुमारी लुईरेल	गृहिणी		९८०५३२६५९४
६.	सुमिल राई			९८१०५३५३३५६
७.	जोबुका सुब्बा	गृहिणी		९८६२०५८४३२
८.	रेणुका राई	गृहिणी		९८४९०६८६८
९.	पार्वती नामाङ्ग	गृहिणी		९८९६३४२८०२
१०.	चन्द्रा सुब्बा	गृहिणी		९८९०१५४६३०
११.	सुष्मा चौधरी	गृहिणी		९८९६३५८२८३
१२.	कमला तामाङ्ग	गृहिणी		९८६२०६३८३६
१३.	सौम्या चौधरी	गृहिणी		९८४२९८०८६३
१४.	पवित्रा केसवाल	जनप्रतिनिधि		९८१८५८३२२१
१५.	शर्मिला धामी	गृहिणी		९८४२०९६५८४
१६.	सुष्मा आचार्य			९८६०५०५६२२
१७.	सुमित्रा पौडेल			९८४२९६३८०६
१८.	अमला शर्मा			९८०५९०९९८८
१९.	पुलमाया पुलामी मगर (गृहिणी)			

20. जीवन विभिन्न इन्जिनियर सिद्धि १८२२०८६४
21. बहु शक्करेल (Sociological/BH) Regin
22. योगेश शास्त्र Community Specialist ५१

महिलाहरसंग भएको छलफल

आज मिति २०८०/०५/१९ गते मंगलवारका दिन यस इटहरी उप-महानगरपालिकाको उपमेयरज्यूको अध्यक्षतामा इटहरी उप-महानगरपालिका, वडा नं. ४ स्थित भेटघाट चोकमा भएको छलफल तथा अन्तरक्रिया कार्यक्रममा नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत सुनसरी जिल्लाको इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको स्तरोन्नति गर्ने कार्यको विस्तृत परियोजना एवं वातावरणीय सामाजिक प्रभाव मूल्याङ्कन (ESIA) तयारीका क्रममा प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तु स्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team, उप-महानगरपालिका र स्थानिय महिलाहरूका बिच विस्तृत छलफल तथा अन्तरक्रिया गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा वातावरणीय तथा सामाजिक व्यवस्थापन ढाँचा (ESMF) को परिधि भित्र रहि तपशिलमा उल्लेखित बुँदाहरू माथि उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूका बारेमा विस्तृत छलफल गरि निर्णय गरियो ।

क.स. नाम	पद/पेशा	दस्तखत	संपर्क नं.
१. श्रीम माया पाख्रीन	गृहिणी		९८५२२९४४६९
२. फुल कुमारी तामाङ	"		९८०४०९२३३४
३. फेडा डोरी	ब्यापार		९८९३०३०६९४
४. रमला जोषी	"		९८६२९६६८९४
५. पित्त पौडेल पन्त	गृहिणी		९८९४३८४८८८
६. गंगा देवी पन्त	ब्यापार		९८
७. कुमारी गुरुङ	ब्यापार		९८२६३३४०८९
८. स्तिन चौधरी	ब्यापार		९८९३०३२९४३
९. धन कुमारी	ब्यापार		९८९९०६८६०२
१०. मन्दिश गिरी	ब्यापार		९८०३२४५४४४
११. दिल तामाङ	गृहिणी		९८४२२९४८९
१२. गिता खड्का	गृहिणी		९८०४३५३८२०
१३. पार्वती खड्का	गृहिणी		
१४. प्रिमा चौधरी	ब्यापार		
१५. ज्ञानेश गुरुङ	"		
१६. अर्जुन गुप्ता खड्का	गृहिणी		९८५२०४८९४९

१४) ललिता दाहाल (चिनिदै)	ललिता
१८) संगिता गङ्गोली	संगिता
१९) शैल कुमारी खड्का	शैल
२०) संगिता अधिकारी (पाठे)	संगिता
२१) मृना गङ्गोली	मृना
२२) सरील/राज दाहाली	सरील
२३) फुलमा दाहाली	फुलमा
२४) उमा पाठक	उमा
२५) सुशिला कार्की	सुशिला
२६) भीमबिर्जे	भीम
२७) रघु खकुरेल (sociology/BH)	रघु
२८) योगेश्वर शाक्य Environmental specialist	योगेश्वर

आज माथि उल्लेखित महानुभावहरुको उपस्थितिमा भएको छलफलका बुँदा एवं निर्णयहरु:

१. यस इटहरी उप-महानगरपालिकाको वडा नं. ३ र ४ मा पर्ने प्रस्तावित जुट विकास चोक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको क्षेत्राधिकार वडा नं. ३ मा ६० फिट (१८.२८ मिटर) र वडा नं. ४ मा ५० फिट (१५.२३ मिटर) रहेको सम्बन्धमा सम्बन्धित सबै सरोकारवालाहरु जानकारी रहेको र उक्त सडक खण्ड यथाशिघ्र निर्माण र गुणस्तरीय हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो । साथै सडक निर्माण कार्य गर्दा अपनाइने विधि र प्रकृयाका बारेमा जानकारी दिने कार्य समेत गरियो ।
२. सडक निर्माण गर्दा रोजगारीको पहिलो प्राथमिकता स्थानिय बासिन्दाहरुलाई दिनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो ।
३. बाटो निर्माण गर्दा बाटोमा पर्ने पानीका पाइप, बिजुलीका पोल, कल्भर्ट र सिंचाइको कुलो निर्माण कार्य शुरु गर्दा पहिलो चरणमा नै उचित स्थानान्तरण गरिनु पर्ने विषयमा जानकारी दिई छलफल गरियो । साथै निर्माण चरणमा खानेपानी सेवा अवरुद्ध हुन गएमा बैकल्पिक रुपमा ट्याङ्गरवाट शुद्ध पिउने पानी उपलब्ध गराउनु पर्ने र ढल निकास अवरुद्ध भएमा त्यसको उचित व्यवस्थापन हुनु पर्ने सम्बन्धमा विस्तृत छलफल गरियो ।
४. हाल यस प्रस्तावित सडक खण्ड स्तरोन्नती आयोजना क्षेत्र भित्र महिला हिंसा, बाल श्रम, लैङ्गिक विभेद र बालविवाह जस्ता घटनाहरु उल्लेख्य रुपमा घटेको देखिदैन । तथापी, भविष्यमा यस्ता संवेदनशील घटनाहरु हुन नदिन र यदि कहि कतै भएमा अपनाउनु पर्ने सजगताको विषयमा जानकारी दिई छलफल गरियो ।
५. आयोजना निर्माण पश्चात स्थानीय बजार विस्तार र आर्थिक क्रियाकलापहरु अभिवृद्धि भई आय आर्जनमा टेवा पुग्ने विषयमा विस्तृत छलफल गरियो ।
६. यस प्रस्तावित सडक खण्ड क्षेत्रमा घरेलु हिंसा तथा लैङ्गिक विभेद सम्बन्धि खासै समस्या नदेखिए पनि बाहिरी कामदार र स्थानीय समुदाय बिच हुन सक्ने भैँभगडा वा अवान्छित गतिविधिका सम्बन्धमा पालना गर्नु पर्ने आचार संहिताको बारेमा जानकारी दिई विस्तृत छलफल गरियो । साथै वातावरण सामाजिक व्यवस्थापन ढाँचा (ESMF) मा समेत उल्लेख गरिएका महिला हिंसा, लैङ्गिक विभेद (GBV, SEA/SH) आदि विषयका बारेमा छलफल गरियो ।
७. वातावरणीय सामाजिक प्रभाव मूल्याङ्कन प्रतिवेदन बारे यस उप-महानगरपालिकाको कार्यालयमा सम्पर्क गरि जानकारी लिन सकिने लगायत सडक निर्माणका क्रममा आइपर्ने विविध वातावरणीय एवं सामाजिक समस्या र तिनका समाधानका उपायहरु माथि विस्तृत छलफल गरियो ।



F. Meeting Minutes of Ward Representatives and Community Members (ward no. 3 & 4)

आज मिति २०८०/०२/२४ गतेका दिन नेपाल शहरी शासकिय तथा पूर्वाधार आयोजना अन्तर्गत
सुनसरी जिल्लाको इटहरी उपनगरपालिका वडा नं. ३, ४ स्थित
जुट बिकास चौक - तालतलेया सडक खण्ड स्तरोन्ति गर्ने कार्यको सम्भाव्यता अध्ययनका क्रममा
प्राविधिक, वातावरणीय र सामाजिक एवं आर्थिक वस्तुस्थिति माथिको मूल्याङ्कन, प्रभाव र सम्भाव्य उपायहरूका
बारेमा B.N. Consultancy Pvt. Ltd. का DSC Team र स्थानिय सरोकारवालाहरूसँग छलफल तथा अन्तरक्रिया
गर्ने कार्य सम्पन्न भयो । साथै छलफलका क्रममा उठेका मुद्दाहरू (Issues) र तिनका समाधानका उपायहरूमाथि
पनि विस्तृत छलफल गरियो ।

उपस्थिति:

क्र.सं.	नाम	संस्था/ठेगाना	दस्तखत	संपर्क नं.
१	अन्तर्मुख			९८२९०५९२२३
२	अन्तर्मुख	वडा नं. ४, इटहरी		
३	विश्वेश्वर शर्मा	वडा नं. ४, इटहरी		९८२९०५९२२३
४	लेख्मी व्यापारी म. वडा सदस्य			९८२३०९६८९९
५	दिनेश्वर शर्मा	वडा नं. ४, इटहरी		९८२३०९६८९९
६	सुप्रेम खत्री	इटहरी - ४		९८२२०००००५
७	लेखनाथ शर्मा	" "		९८२२२४६६२५
८	भारती शर्मा	" "		९८०६०६४६५०
९	पद्मा कुमारी	" "		९८५३३५८८२४
१०	काशी विमल	" "		९८५२०५४२०६
११	लेखनाथ व्यापारी	" "		९८५२०५६१०१
१२	कोशी व्यापारी	" "		९८७६३५२००८
१३	रविन्द्र शर्मा	" "		९८४२०५५३००
१४	काशी व्यापारी	" "		९८४२३२५८९९
१५	सुप्रेम खत्री	" "		९८०५३५४११
१६	सुप्रेम खत्री	" "		९८४२३०५९८८
१७	काशी व्यापारी	" "		९८४२३०५९८८
१८	काशी व्यापारी	" "		९८४२३०५९८८
१९	काशी व्यापारी	" "		९८४२३०५९८८

	डेव वा. मोल्मान	28	808063236
90.	डा. रमेश शर्मा	8	808098852
91	टिका पराजली	8	808099602
92	ए. ए. काको		9817334290
93	पुरवमान		808098691
94.	राजराज		808098691
95.	बुद्धिमान		808098691
96	पिताम्बा		808098691
97	जित कटुवाल		808098691
98	शेर बहादुर		808098691
99	श्रीमान		9842122927
100	श्रीमान		808060855
101	श्रीमान		9815381000
102	श्रीमान		808059008
103	श्रीमान		808068606
104	श्रीमान		808068606
105	श्रीमान		808068606
106	श्रीमान		808068606
107	श्रीमान		808068606
108	श्रीमान		808068606
109	श्रीमान		808068606
110	श्रीमान		808068606
111	श्रीमान		808068606
112	श्रीमान		808068606
113	श्रीमान		808068606
114	श्रीमान		808068606
115	श्रीमान		808068606
116	श्रीमान		808068606
117	श्रीमान		808068606
118	श्रीमान		808068606
119	श्रीमान		808068606
120	श्रीमान		808068606

क्र.सं.	नाम	पंस्था/देगाना	पस्तरकत	सम्पर्क नं.
४०.	उमेश सुवेदी	बस्ती, उपमहानगरपालिका वडा नं. ३, अष्टम	अमेरिका	९८४२०६१९६३
४१.	मुल्ला राज ठापा	वडा नं. ३, सभासदन	अमेरिका	९८४२०६१९६३
४२.	मार्जनाम निरुद्ध	डट्टरी ३, सभासदन	अमेरिका	९८४२०६१९६३
४३.	सोना राम निरुद्ध	" " सभासदन	अमेरिका	९८४२०६१९६३
४४.	शिव दाङ्ग राई	" " सभासदन	अमेरिका	९८४२०६१९६३
४५.	ममता राई	" " गृहिणी	अमेरिका	९८४२०६१९६३
४६.	अनिता राई	" " गृहिणी	अमेरिका	९८४२०६१९६३
४७.	ममता शिर्क	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
४८.	विनिता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
४९.	समभाता राई	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
५०.	ममता शिर्क	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
५१.	कुमारी सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
५२.	निता राई	डट्टरी ३, विद्यार्थी	अमेरिका	९८४२०६१९६३
५३.	यमुना विष्णुमार्जना	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
५४.	शालिका मगर	डट्टरी ३, विद्यार्थी	अमेरिका	९८४२०६१९६३
५५.	ममता मगर सुब्बास	" " गृहिणी	अमेरिका	९८४२०६१९६३
५६.	मुल्ला उमेश मगर	" " गृहिणी	अमेरिका	९८४२०६१९६३
५७.	विष्णु निरुद्ध वासुदेव	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
५८.	विनायक राई	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
५९.	सुभा रा. राई	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६०.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६१.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६२.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६३.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६४.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६५.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६६.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६७.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६८.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
६९.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३
७०.	ममता सुब्बास	" " विद्यार्थी	अमेरिका	९८४२०६१९६३

आज मिति २०८०।०२।२४ गतेका दिन बाहरी विकास तथा भवन निर्माण विभाग, नेपाल गहरी साक्षरिय तथा पुर्वाधार आयोजना अन्तर्गत विभिन्न क्षेत्रीय सहयोगमा सतरोन्तति गरिने जुटविकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको सम्भाव्यता अध्ययनका क्रममा स्थानिय सुरोकारवालाहरु र OSC Team का बिच निम्न उल्लेखित मुद्दाहरु (Issues) माथि हलफल र तिनका सम्भाव्यताका उपायहरुका बारेमा विस्तृत हलफल गरियो।

१. जुटविकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको क्षेत्राधिकार (ROW) इटहरी उपमहानगर पालिकाले पहिले नै कयम गरि नियमित मर्मत सम्भार गर्ने आएको बारेमा स्थानिय सुरोकारवालाहरु सँगै जानकारी रहेको सम्बन्धमा हलफल गरियो।

२. बाटोको क्षेत्राधिकार (ROW) बाहिर बसोबास गर्ने आदिवासी जनजाति लगायत अन्य कसैको पनि परम्परागत व्यवसायमा कुनै असर पर्ने बन्ने सडक निर्माण पश्चात तथागत व्यवसायमा थप टेण पुग्ने विषयमा हलफल भयो।

३. सडक निर्माणका क्रममा हुने ध्वनी, वायु प्रदुषण आदिलाई कम गर्ने र सडक निर्माण गुणस्तरिय हुनु पर्ने सम्बन्धमा विस्तृत हलफल गरियो।

४. खानेपानी पाइप निर्माणका क्रममा सति हुन गएमा तत्काल मर्मत गरिनु पर्ने र तत्काल मर्मत हुन नसकेको अवस्था भएमा बेकाबिबु रूपमा खानेपानी उपलब्ध गराउनु पर्ने सम्बन्धमा विस्तृत हलफल गरियो।

५. सडकको क्षेत्राधिकार नजिक रहेका घरहरुमा सडक निर्माणका क्रममा कुनै क्षति पुग्न गएमा तत्काल मर्मत सम्भार गरिनु पर्ने र सडक निर्माण गर्दा आउने ढुङ्गा, माटो आदिको उचित व्यवस्थापन गरि खादो र इन नियमित संचालन हुनु पर्ने सम्बन्धमा विस्तृत हलफल गरियो।

६. सडकको किनारमा रहेका मठमादिर र झैताखण्डको उचित संरक्षण गरिनु पर्ने सम्बन्धमा विस्तृत हलफल गरियो।


७. सडक निर्माणका क्रममा बाह्य कागदहरुबाट हुन सक्ने अवर्जित एवं उद्दृष्ट्युत्पन्न गतिविधिहरु रोक्न शोभका लागि कागदार् र स्थानिय समुदायलाई जनचेतनामुलक कार्यक्रम संचालन गर्ने सम्बन्धमा विस्तृत हलफल गरियो।

८. सडक निर्माणबाट हुने फाइदा र बेफाइदाका सम्बन्धमा स्थानिय समुदायका अन्य सदस्यहरुलाई पनि जानकारी गराउनु पर्ने र यस सम्बन्धमा नयाँ अध्ययनहरुको विशेष पहल गर्नु पर्ने सम्बन्धमा विस्तृत हलफल गरियो।

सुन्दरी

सुन्दरी

सुन्दरी


 नेपाल सरकार
 वन विभाग

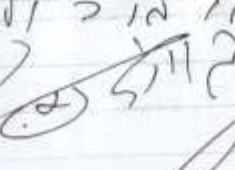
आजको मिति २०७३/०१/२४ गतेको दिन नेपाल
 सरकारले ११/३४ लक्ष क्षेत्र, धेरै भूभागको विकास
 गर्नका लागि २२६८ उद्योगहरूको लागि पालिका
 विभागको एकीकृत सेवा सुचारु रूपमा सुरु गर्ने
 गरी २२६८ उद्योगहरूको लागि पालिका
 सेवाको माध्यमबाट सेवा गर्ने भएको छ।
 B.N. Consultancy Pvt. Ltd. को DSC Team र
 सेवाको प्रोत्साहन, ध्यान रक्षा गर्न र
 काम सुचारु रूपमा गरियो।

उपस्थित

क्र.सं.	नाम	संस्था	दस्तावेज	सिर्जना सं.
१	हरिब. कजाल	२२६८ (बोनपल)	३	९८२०५२२९
२	रघुनाथ बस्नेत	२२६८ (बोनपल)	३	९८२०५२२९
३	जगन्नाथ शिरो	२२६८ (बोनपल)	३	९८२०५२२९
४	गोरेना शर्मा	२२६८ (बोनपल)	३	९८२०५२२९
५	श्री राज शर्मा	२२६८ (बोनपल)	३	९८२०५२२९
६	वडा अध्यक्ष	२२६८ (बोनपल)	३	९८२०५२२९
७	राज दगाल	२२६८ (बोनपल)	३	९८२०५२२९

निर्वाहक

यो सेवा सुचारु रूपमा २२६८ उद्योगहरू
 लागि लागू गरियो, विशेषतः, वन विभाग
 गरी २२६८ उद्योगहरूको लागि पालिका
 पद २२६८ उद्योगहरूको लागि पालिका
 सेवाको माध्यमबाट सेवा गर्ने भएको छ।
 सेवा सुचारु रूपमा गरियो।


 ३

**Letter of Ward 3 office regarding coordination with and consent for works related to
Irrigation Canal**



इटहरी उप-महानगरपालिका

३ नं. वडा कार्यालय

इटहरी, सुनसरी

कोशी प्रदेश, नेपाल

प.सं. ०१०१७

स.नं. १०५२



मिति : २०८०।०५।१८

श्री नेपाल शहरी शासकिय पूर्वाधार आयोजना -NUGIP

ववरमहल, काठमाण्डौ ।

विषय :सहमति सम्बन्धमा ।

प्रस्तुत विषयमा विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकिय पूर्वाधार आयोजना माफत यस ईटहरी उपमहानगरपालिकाको वडा नं. ३ र ४ मा स्तरोन्नति हुन लागेको जुड विकास चोक - महेन्द्र राजमार्ग) देखी तालतलैया सडकको सन्दर्भमा मिति २०८०।०५।१८ गतेका दिन यस ईटहरी उपमहानगरपालिकाको पदाधिकारी, वडा अध्यक्ष लगायत वि. एन. कन्सलटेन्सीका परामर्शदाता टोली सर्ग भएको छलफलमा यस ईटहरी उपमहानगरपालिका वडा नं. ३ मा हाल सिचाई हेर्ने कुनै समिति नरहेको र यस वडा अन्तर्गत रहेको सिचाई कुलो , पैनीको रेखदेख हेरचाह वडा कार्यालय माफत हुने गरेको व्यहोरा जनाकारीका लागि अनुरोध छ ।साथैउक्त सडक खण्ड निर्माणमा विद्यमान सिचाई कुलो लाई बयवसंथित गरि सडक निर्माण गर्ने कार्यमा यस वडा कार्यालयको सहमति रहेको समेत अनुरोध गर्दछु ।

उमेश सुवेदी

उमेश सुवेदी

वडा अध्यक्ष

उमेश सुवेदी
वडा अध्यक्ष
वडा नं. ३

Meeting Minutes with Taltalaiya Management and Conservation Committee

आज मिति २०८०/०५/१८ गतेका दिन यस तालतलैया व्यवस्थापन तथा संरक्षण समितिका सचिव श्री
कुल्लु प्र. दे. ज्ञानल्लुको अध्यक्षतामा बसेको बैठकले निम्न उल्लेखित महानुभावहरूको उपस्थितिमा निम्न
उल्लेखित विषयहरू उपर छलफल गरि सर्वसम्मतिमा निर्णय गरियो।

विषयः

१. सडक निर्माण र तालतलैया क्षेत्र सम्बन्धमा।
२. विविध।

उपस्थितिः

१. कुल्लु प्र. दे. ज्ञानल्लु
२. प्रा. वि. के. के. के.
३. धन. ज्ञानल्लु
४. प्र. वि. के. के. के.
५. कुल्लु प्र. दे. ज्ञानल्लु
६. उ. प्र. के. के. के.
७. उ. प्र. के. के. के.
८. उ. प्र. के. के. के.

निर्णयः र. र. र. र. र. DSC

१. विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकिय पूर्वाधार अभियान अन्तर्गत इटहरी उप
महानगरपालिकाको वडा नं. २, ३ र ४ मा वर्गाछी चोक (कोशी राजमार्ग) देखि तालतलैया हुदै जुट
विकास चोक (महेन्द्र राजमार्ग) सम्मको सडक खण्डको पुनःनिर्माण हुन लागेको शन्दर्भमा उक्त सडक
खण्डको क्षेत्राधिकार तालतलैया व्यवस्थापन तथा संरक्षण समितिको क्षेत्र भन्दा बाहिर रहेकोले उक्त
सडक निर्माणमा यस समितिको पूर्ण सहयोग र समर्थन रहने विषयमा विस्तृत छलफल गरि निर्णय
गरियो।

२. छलफलका क्रममा DSC Team का तर्फबाट सडक निर्माणका चरणमा यस तालतलैया क्षेत्रमा सकेसम्म
ध्वनी एवं वायु प्रदूषण न्यून हुने गरि निर्माण कार्य गर्ने गराउने सम्बन्धमा छलफल गरियो।

३. वर्गाछी चोक (कोशी राजमार्ग) देखि तालतलैया हुदै जुट विकास चोक (महेन्द्र राजमार्ग) सम्मको सडक
खण्डको निर्माण पश्चात यस तालतलैया क्षेत्रमा पर्यटकको आवागमनमा सहजता हुन गई पर्यटकको
संख्यामा उल्लेख्य वृद्धि हुन जाने र यस तालतलैया व्यवस्थापन तथा संरक्षण समिति लगायत यस
क्षेत्रका समुदायको आयमा समेत वृद्धि हुन जाने सम्बन्धमा विस्तृत छलफल गरियो।

Deputation of Focal Person for Anti-Harrassment Cell



इटहरी उप-महानगरपालिका

नगरकार्यपालिकाको कार्यालय

इटहरी, सुनसरी, कोशी प्रदेश



प.सं. :- ०८०१८९

च.नं. :- ९९२

मिति:- २०८०/०४/०९

श्री शहरी विकास तथा भवन निर्माण विभाग
नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौ ।

बिषय :- Anti-Harassment cell को जिम्मेवारी तोकिएको बारे ।

नेपाल शहरी शासकीय तथा पूर्वाधार आयोजनाबाट मिति २०८०/०३/१० को प.सं. ०७९/८० को चलानी नं. ३५१ को प्राप्त पत्र अनुसार सडक आयोजनासंग सम्बन्धित लैङ्गिक हिंसा तथा यौन दुर्व्यवहार सम्बन्धी गुनासोहरुलाई अभिलेखिकरण तथा सहजीकरण गर्नका लागि यस उप महानगरपालिका सामाजिक विकास शाखाकी श्री संगीता पोखरेल लाई Anti-Harassment cell को गुनासो समेत हेर्ने गरि जिम्मेवारी तोकिएको ब्यहोरा अनुरोध छ ।


.....
राम बरिब
प्रमुख प्रशासकीय अधिकृत

Formation of GRC (1st Level and 2nd Level)



इटहरी उप-महानगरपालिका

नगरकार्यपालिकाको कार्यालय

इटहरी, सुनसरी,

कोशी प्रदेश



प.स.: २०८०/०८१

च.नं.: ४५५६

मिति: २०८०/०७/१४

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
आयोजना समन्वय कार्यालय
ववरमहल, काठमाडौं ।

विषय:- गुनासो सुनुवाई समिति (GRC) गठन सम्बन्धमा

प्रस्तुत विषयमा विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना मार्फत यस उप-महानगरपालिका वडा नं. २ र वडा नं. ३, ४ मा पर्ने वरगाछी - तालतलैया सडक खण्ड र जुट विकास चौक - तालतलैया खण्डको स्तर उन्नति हुने भएकोमा उक्त सडक खण्ड निर्माणमा आउने गुनासाहरु सुनुवाई गर्न तपशिल अनुसार गुनासो सुनुवाई समिति गठन भएको व्यहोरा अनुरोध गरिन्छ ।

तपशिल

नगर स्तरीय गुनासो सुनुवाई समिति

१. श्री संगीता कुमारी चौधरी (उप-प्रमुख, इटहरी उ.म.न.पा.) - संयोजक
२. श्री राम चरित्र मेहता (प्रमुख प्रशासकीय अधिकृत) - सदस्य
३. श्री जीवन घिमिरे (इन्जिनियर (NUGIP Focal Person)) - सदस्य
४. श्री संगीता पोखरेल (सामाजिक विकास शाखा) - सदस्य
५. श्री सुर्य प्रसाद ढकाल (DSC टोलि प्रमुख) - सदस्य सचिव

राम चरित्र मेहता
प्रमुख प्रशासकीय अधिकृत

वरगाछी - तालतलैया सडक खण्ड इटहरी-२ स्तरीय गुनासो सुनुवाई समिति

१. श्री माधव कोईराला (वडा अध्यक्ष, इटहरी-२) - संयोजक
२. श्री चम्पा माया वी.क. (दलित महिला सदस्य, इटहरी-२) - सदस्य
३. श्री टंक पौडेल (प्रभात टोल विकास समिति, इटहरी-२) - सदस्य
४. श्री रीता सुब्बा (वडा सचिव, इटहरी-२) - सदस्य
५. श्री नारायण ढकाल (इन्जिनियर, DSC) - सदस्य सचिव



इटहरी उप-महानगरपालिका

नगरकार्यपालिकाको कार्यालय

इटहरी, सुनसरी,

कोशी प्रदेश



प.स.: २०८०/०८१

च.नं.: ४९५६

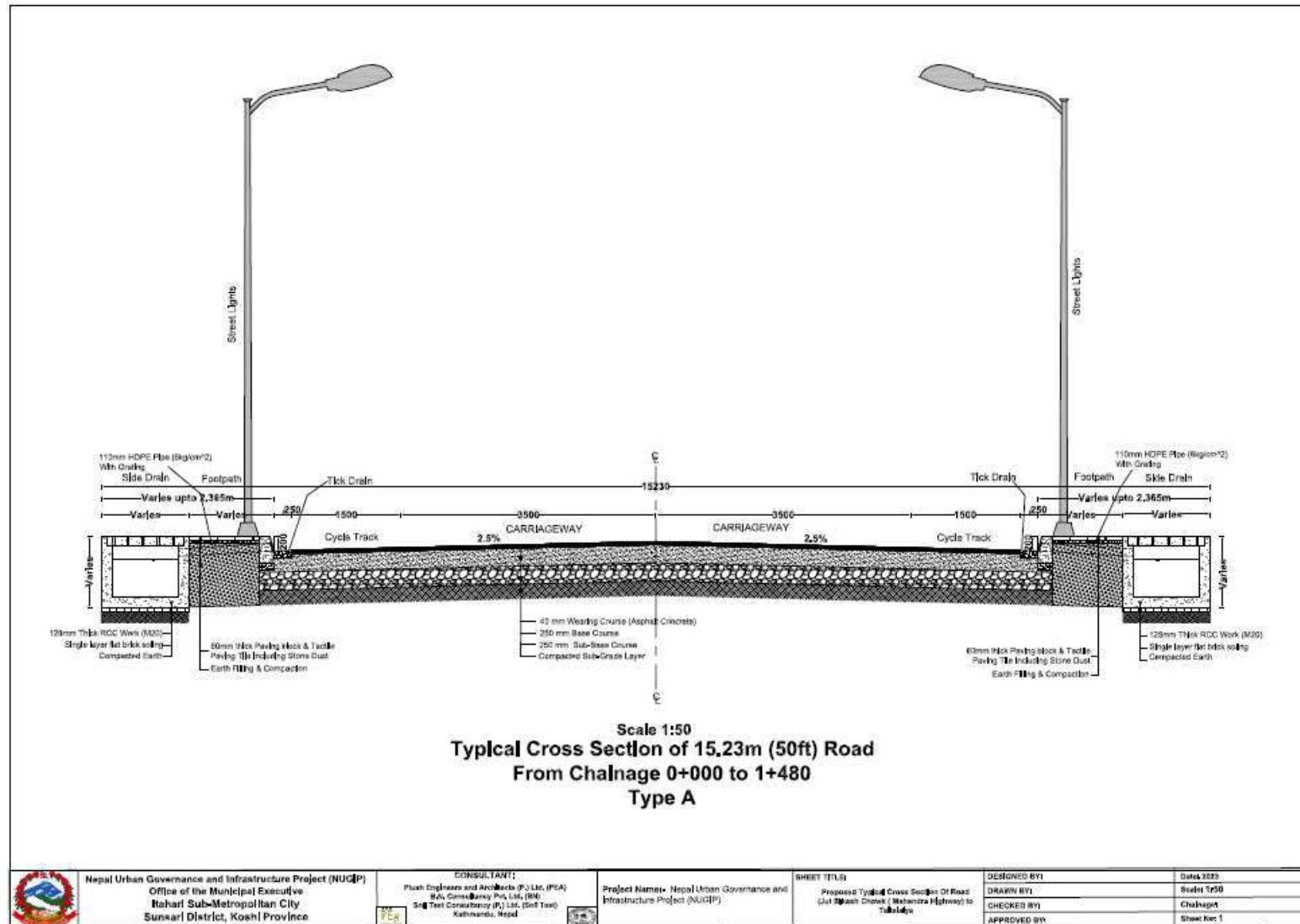
मिति:- २०८०/०७/१४

जुट विकास चौक - तालतलैया सडक खण्ड इटहरी-३, ४ स्तरीय गुनासो सुनुवाई समिति

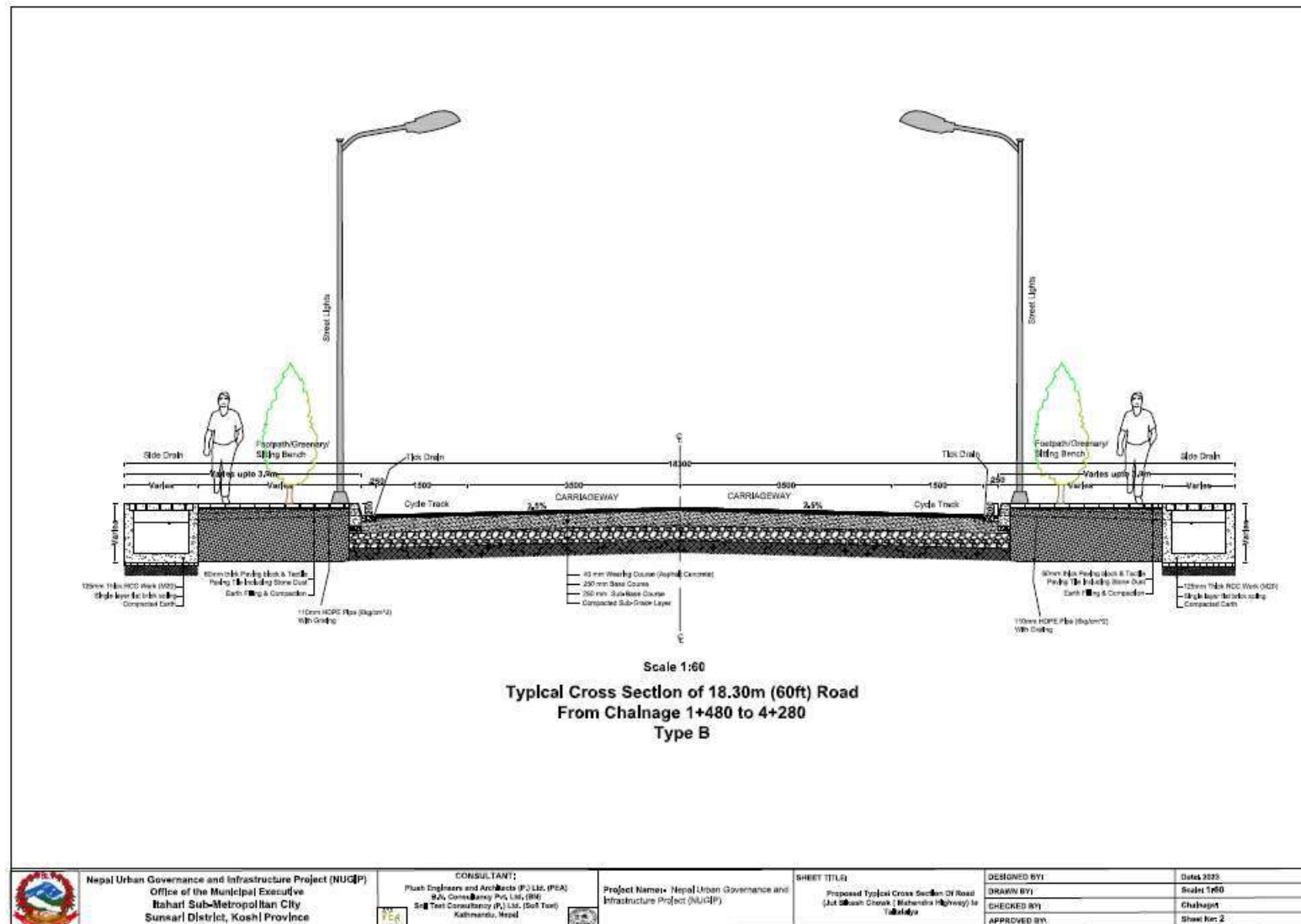
१. श्री उमेश सुवेदी (वडा अध्यक्ष, इटहरी-३) - संयोजक
२. श्री भक्त लामा (वडा अध्यक्ष, इटहरी-४) - सदस्य
३. श्री पवित्रा कोईराला (वडा सदस्य, इटहरी-३) - सदस्य
४. श्री तुला मनि लिम्बु (सरस्वति टोल विकास समिति, इटहरी-३) - सदस्य
५. श्री शुशिला कार्की (वडा सचिव, इटहरी-३) - सदस्य
६. श्री अर्जुन सुवेदी (वडा सचिव, इटहरी-४) - सदस्य
७. श्री नारायण ढकाल (इन्जिनियर, DSC) - सदस्य सचिव

राम चरित्र मेहता
प्रमुख प्रशासकीय अधिकृत
राम चरित्र मेहता

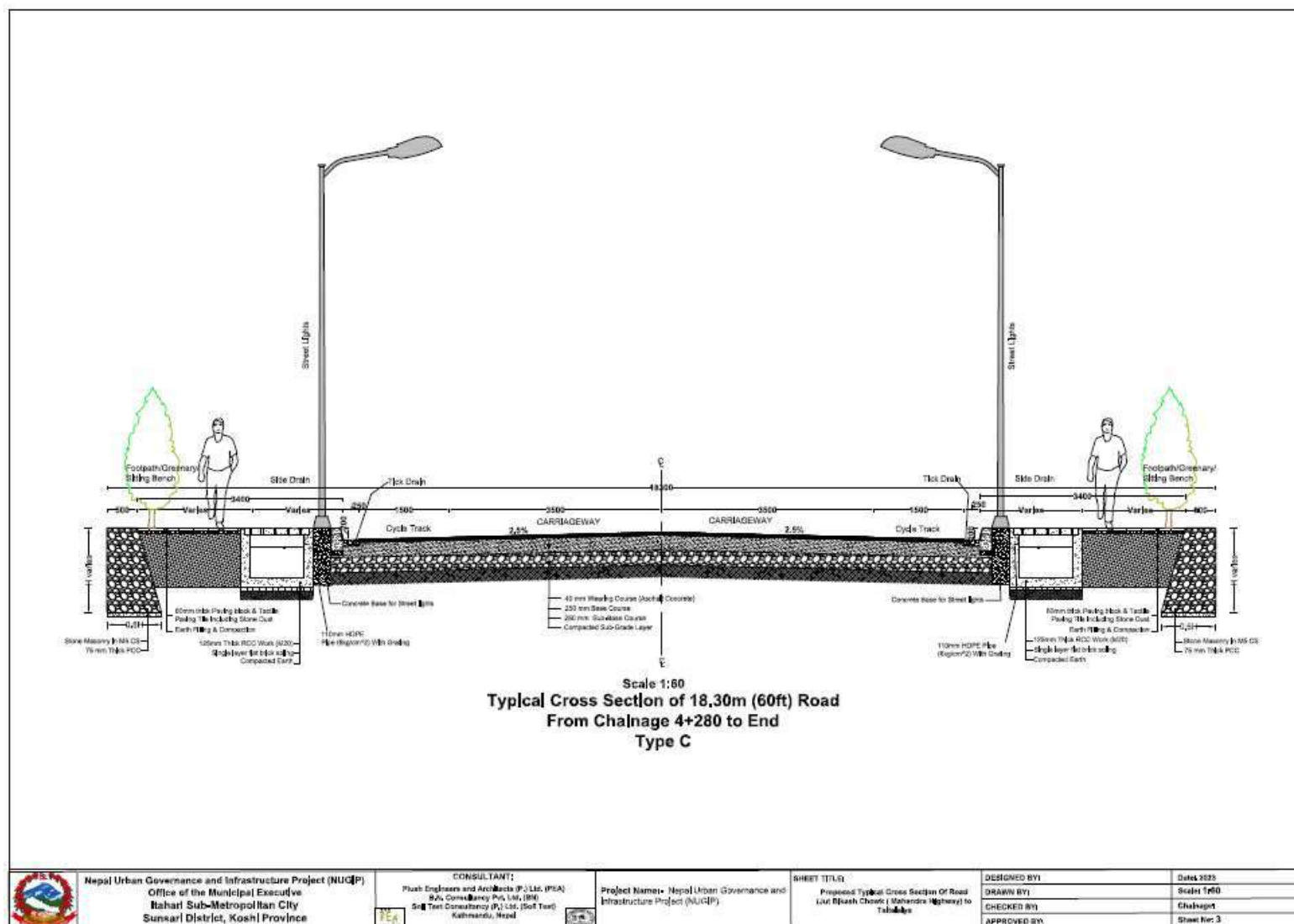
Annex 2: Proposed Typical Cross Sections



Typical Cross section for 15.23 m road (Type A)



Typical Cross section for 18.30 m road (Type B)



Typical Cross section for 18.30 m road (Type C)

Annex 3: GoN Permissible Environmental limits/standards

(A) Standards for Inland Surface waters from combined wastewater treatment

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

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

(B) National Drinking Water Quality Standard, 2079 BS

B-1: Mandatory Parameters to be tested

SN	Parameters	Unit	Limits	Remarks
	Physical			
1	Turbidity	NTU	5	
2	pH		6.5 - 8.5	
3	Colour	TCU	5	
4	Taste & odour		Unobjectionable	
5	Electrical Conductivity	µS/cm	1500	
	Chemical			
6	Iron	mg/L	0.3 (3)	
7	Manganese	mg/L	0.20	
8	Arsenic	mg/L	0.05	
9	Fluoride	mg/L	0.50 - 1.50 (Min. - Max.)	
10	Ammonia	mg/L	1.50	
11	Chloride	mg/L	250	
12	Sulphate	mg/L	250	
13	Nitrate	mg/L	50	
14	Copper	mg/L	1	
15	Zinc	mg/L	3	
16	Aluminum	mg/L	0.20	
17	Total Hardness	mg/L	500	
18	Residual Chlorine	mg/L	0.10 - 0.50 (Min. - Max.)	
	Microbiological			
19	E-Coli	(CFU/10 ml)	0	

B-2: Additional Parameters to be tested based on Risk and Requirement

SN	Parameters	Unit	Limits	Remarks
	Physical			
1	Total Dissolved Solids	mg/L	1000	
	Chemical			
2	Calcium	mg/L	200	

3	Lead	mg/L	0.01	
4	Cadmium	mg/L	0.003	
5	Chromium	mg/L	0.05	
6	Cyanide	mg/L	0.07	
7	Mercury	mg/L	0.001	
8	Nitrites	mg/L	3	
	Microbiological			
1	Total Coliform	(CFU/10 ml)	0 (In 95% samples)	

(C) National Ambient Air Quality Standard, 2069 BS

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

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

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

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

(D) National Sound Pressure Level, 2069

Microenvironment	Sound Pressure Level, L _{eq} dB(A)	
	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

Microenvironment	Sound Pressure Level, $L_{eq}dB(A)$	
	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), 2069

Category, (kW)	CO	HC	NOx	PM
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.

Category, (kW)	CO	HC	NOx	PM
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.

Annex 4: Water Quality Reports



सफा र स्वच्छ पानी सबैका लागि संघेका लागि ।
इटहरी खानेपानी उपभोक्ता संस्था
इटहरी-४ सुनसरी
०२५-५८०५५८

रिपोर्ट कोड नं.	रिपोर्ट मिति	नमुना संकलन मिति	विश्लेषण मिति
२०८०/८१-२	२०८०/४/३	२०८०/४/३	२०८०/४/३
नमुनाको स्रोत	नमुनाको प्रकार	नमुना संकलनकर्ता	ग्राहकको विवरण
बोरिङ	खानेपानी धारा	जोगीन्द्र	मुसरी अधिकारी, इटहरी-५, पचरुली

Water Quality Report (खानेपानी गुणस्तर परिक्षण)

वर्ग (Category)	क्र.सं. (S.N.)	पारामिती (Parameters)	इकाइ (Units)	अधिकतम संचन सीमा (Max. Concentration)		परिक्षण नतिजा (Observed Values)	परिक्षण विधि (Analyzed Methods)	अनुगमन आवृत्ति (Frequency)
				WHO	NDWQS			
भौतिक (Physical)	१	धमिलोपना (Turbidity)	NTU (NTU)	5	5 (10)	2	Palintest photo meter	दैनिक
	२	हाईड्रोजन विभव (pH) (pH)	- (-)	6.5 - 8.5	6.5 - 8.5	7.69	pH meter	दैनिक
	३	कुल घुलित ठोस पदार्थ (TDS) (Total Dissolved Solids (TDS))	मि.ग्र./लि. (mg/l)	1000	1000	205	TDS meter	वैमासिक
	४	विद्युत्प्रेष संग्रहकता (EC) (Electrical Conductivity (EC))	μS/cm (μS/cm)	-	1500	400	EC meter	मासिक
रसायनिक (Chemical)	५	क्लोरीन अवशेष (Residual Chlorine)	मि.ग्र./लि. (mg/l)	0.1	0.1(0.2)	0.07	Palintest photo meter	दैनिक
	६	कल्सीयम (Calcium)	मि.ग्र./लि. (mg/l)	200	200	72	Palintest photo meter	मासिक
कैफियत								

* यी मानहरूले न्यूनतम र अधिकतम सीमा कनाउँदछन् ।
() अर्थात् कुनै विकल्प नभएको अवस्थामा मात्र मान्य हुने मानलाई कोष्ठभित्र राखिएको छ ।
WHO विश्व स्वास्थ्य संगठन
NDWQS राष्ट्रिय खानेपानी गुणस्तर मापदण्ड
(यो परिक्षण संस्थाको आन्तरिक गुणस्तर नियन्त्रणको लागि मात्र हो ।)

प्रानी परिक्षण गर्ने

पेज: १

प्रमाणीत गर्ने



Government of Nepal
Ministry of Water Supply
Department of Water Supply and Sewerage Management
Federal Water Supply & Sewerage Management Project
Birtamour
Water Quality Testing Laboratory
Itahari, Sunsari

WATER QUALITY TEST REPORT

Name of Client:- IDWASS

Sampled By:- IDWASS

Source of Sample:- Boring

Sampling Point:- Tap(Yug Priya Niraula)

Location:- Itahari -6 ,Sunsari

GPS:-

Sample Code:- S-40

Date of Collection:- 2080/04/21

Date of Analysis:- 2080/04/21

Date of Completion:- 2080/04/22

S.No.	Category	Parameters	Observed Values	NDWQS, 2079 BS	Methods Used
1	Microbiological	Faecal coliform E.coli(CFU/100 ml)	0	0	9222 D., APHA,21 st EDITION

APHA: American Public Health Association, Standard Methods for Examination of Water & Waste Water

* These values show lower and upper limits.

() Values in parentheses refer the acceptable values only when alternative is not available.

The entire test was conducted as per the National Drinking Water Quality Standard Guide Line, 2062BS

Note: 1. The above results refer only to the submitted sample and test performed.

2. This report cannot be used for any publicity or advertisement without the written consent of this lab.

3. Test report shall not be reproduced in full, without written approval of the laboratory.

Analysed by
Shiva Kumar Poudyal
Assistant Chemist

Approved by
Ramesh Kumar Yadav
Chemist

**Annex 5: List of Trees to be cut, List of Private Trees, and
Compensatory Plantation Plan**

List of Trees to be Cut

SN	Trees	Number	Chainage (Km)	Remarks
1	Ashoka (<i>Saraca asoca</i>)	9	0+080 to 0+190	
2	Mewa (<i>Carica Papaya</i>)	1	0+900	Redcross chowk
3	Ashoka (<i>Saraca asoca</i>)	3	1+260 to 1+280	Chandani chowk
4	Badar (<i>Ziziphus mauritiana</i>)	2	1+320 to 1+340	
5	Kapur (<i>Cinnamomum camphora</i>)	2	3+560, 3+ 570	Shree Saraswoti S. School
6	Ashoka (<i>Saraca asoca</i>)	1	3+870	
7	Teak (<i>Tectona grandis</i>)	23	4+010 to 4+110	
8	Neem (<i>Melia azadirach</i>)	1	4+710	
9	Amba (<i>Psidium guavaja</i>)	1	4+820	Adarsha Kirana Pasal
10	Amba (<i>Psidium guavaja</i>)	1	4+860	Puran Chowk
11	Jamun (<i>Syzygium cumini</i>)	1	4+855	Puran Chowk
	Total	45		

Compensatory Plantation Plan

SN	Activities and items	Description	Remarks
1	Number of trees to be planted under compensatory plantation	450 trees to be planted; Proposed trees like Ashoka, Kapur and Neem trees	@10 trees per tree cut
2	Time of plantation	During June - July - August time period	Year 1 and Year 2
3	Area for plantation	Open space / public land towards Budhi khola from Chandani chowk, and along available greenery belt along the road alignment	
4	Cost of plantation works	NPR 675,000	@1500 per tree including seedling, bed-preparation, transportation and care taking of 12 months

List of Private Trees

आज मिति २०८०/०८/२५ गतेका दिन यस इटहरी उप-महानगरपालिकाको नगर प्रमुखज्यूको उपस्थितिमा निम्न उल्लेखित साक्षीहरूको रोहवरमा भएको छलफलमा वडा नं. ३ र ४ मा पर्ने जुट बिकास चौक (महेन्द्र राजमार्ग) - तालतलैया सडक खण्डको डिजाईन अनुसारको सडक चौडाई भित्र पर्ने निजी रुखहरू मध्ये काठ-दाउरामा प्रयोग हुने रुखका लागि प्रति रुखको रु. २५०० का दरले र त्यसै गरी फलफूलका रुखका लागि प्रति रुख रु. ३५०० का दरले आवश्यकता अनुसार क्षतिपूर्ति रकम प्रदान गरी हटाउने विषयमा सहमति भयो। रुख धनि एवं विरुवाहरूको विवरण यस प्रकार रहेको छ।

क्र.सं	रुख धनिको नाम	रुखको विवरण		चेनेज (कि.मि.)	दस्ताखत
		रुख	संख्या		
१	किरण लिम्बु	रिठ	२३	४+०२०-४११०	०५
२	रमेश आचार्य	जम्वा	१	४+८२०	०५
३	डिल्लीराम महर्गरे	जम्वा	१	४+८६०	०५
४	जीता घिमिरे	जम्वा	१	४+८६५	०५

साक्षीहरू:

१. हेमकण्ठ पौडेल- प्रमुख, इटहरी उ.म.न.पा.,
२. मंगिता कुमारी चौधरी- उप-प्रमुख, इटहरी उ.म.न.पा.,
३. उमेश शर्मा- अध्यक्ष, वडा नं. ३,
४. भक्त लामा- अध्यक्ष, वडा नं. ४,
५. विनय घिमिरे- इन्जिनियर (Focal Person NUGIP),



Annex 6: List of Zebra Crossings and Ramps

List of Zebra Crossings locations

S.N.	Proposed Chainage	Remarks	S.N.	Proposed Chainage	Remarks
1	0+122.50		11	2+377.50	
2	0+293.50		12	2+818.50	
3	0+482.50		13	3+217.50	
4	0+692.50		14	3+448.50	
5	0+881.00		15	3+687.50	
6	1+082.50		16	3+971.50	
7	1+287.50		17	4+289.50	
8	1+577.50		18	4+592.50	
9	1+849.50		19	4+826.50	
10	2+163.50		20	5+117.50	

List of Ramp locations

S.N	Chainage (km)	Nos.	Remarks
1	0+520	1	
2	1+220	1	
3	1+320	1	
4	1+360	1	
5	2+600	1	
6	3+200	2	
7	3+240	1	
8	3+280	1	
9	3+360	2	
10	3+400	2	
11	3+460	2	
12	3+520	2	
13	3+980	2	
14	4+080	1	Near Yakthunk Chowk
15	4+160	1	
16	4+220	2	
17	4+340	1	
18	4+460	2	
19	4+660	2	
20	4+700	2	
21	5+320	1	
22	5+380	2	
23	5+385	2	
	Total	35	

Annex 7: Code of Conduct (CoC) for GBV

Code of Conduct (CoC) for the Project

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना

कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार सहिता

व्याक्तिगत आचार सहिता

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

१. म जातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनितिक वा सामाजिक हिसयत, भौगोलिकता, पहुच, वैवाहिक स्थिती वा अन्य कुनै पनि आधारमा भेदभाव नगरी सबैलाई सम्मानजनक र समान रुपमा व्यवहार गर्नेछु ।
२. सामाजिक सन्जालको प्रयोग गरी अश्लील शब्द, दृष्य सामाग्री वा कार्यलय समय अघिपछि वार्तालाप मार्फत सहकर्म/ कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
३. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने, व्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्म/ कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
४. कुनै पनि प्रलोभन/ धम्की देखाई (जस्तै पदोन्नती लोभ देखाएर, जागीर नदिने धम्की दिएर शोषण गरेर आदि) यौन दुर्व्याहार पक्षमा संलग्न हुने छैन
५. कार्य समयावधि भित्र कुनैपनि मारिदराजन्य तथा लागुपदार्थको सेवन गर्ने छैन ।
६. परियोजका सरोकारवाला वा वरपरका समुदायका सदस्यहरुलाई कुनैपनि म लैङ्गिक हिंसा तथा यौनजन्य दुर्व्याहार गर्ने छैन ।
७. कुनै पनि कर्मचारी/श्रमिक विरुद्ध हिंसा गरिएको दोषी ठहरिएमा प्रचलित सधिय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैंक को कानुन, निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्ने तयार हुनेछु ।
८. कार्य गर्ने शिलसिलामा सम्मानजनक निर्देशनहरुको पालना गर्दछु (वातावरणीय + सामाजिक)
९. मेरो जिम्मेवारी कुशलता र लगनशीलता पुर्वक पुरा गर्नेछु ।

१०. सम्बन्धित कार्यलय / कम्पनीले सन्चालन गरेको विभिन्न प्रशिक्षण कार्यक्रममा सक्रिय रुपमा भाग लिनेछु ।
११. परियोजनाका प्रत्यक्ष लाभदायक सदस्य/समुदायमा यौन दुर्व्याहार/शोषण गर्ने छैन ।
१२. विश्वासनीयता नैतिक उल्लघनको रिपोर्ट गरेमा कुनै कामदार विरुद्ध बदला लिने छैन ।
१३. कार्य स्थलमा लैङ्गिक सम्बेदनशिल भाषाको प्रयोग गर्दछु
१४. कार्यस्थलमा महिला हिंसा तथा यौनजन्य क्रियाकलाप लाई प्रोत्साहन गर्ने खालका गतिविधि गर्न दिने छैन ।
१५. कार्यस्थलमा महिला तथा यौन हिंसा गतिविधिहरूलाई प्रोत्साहन गर्ने छैन ।
१६. १८ वर्षभन्दा मुनिका बालिकाहरूमा कुनै डिजीटल मिडीया मार्फत वा कुनै माध्यमबाट /स्वीकृती लिई वा नलिई यौनजन्य क्रियाकलापमा सहभागी हुनेछैन, यदि नाबालिका स्वीकृती लिई यौनजन्य क्रियाकलापमा गरेमा क्षमा हुदैन ।
१७. परियोजना कार्यन्वयन को बेलामा यौनजन्य दुर्व्याहार /यौन शोषण भएमा वा आचार संहिता उल्लघन गरेमा बडा/ नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरुन्त निवेदन/ जानकारी दिनेछु ।
१८. कार्यस्थलमा कसैले यौनजन्य दुर्व्याहार सम्बन्धी शस्त्रापद व्यावहार गरेमा वा शस्त्रापद कार्य गरेमा तुरुन्त टोली प्रमुख /प्रबन्धकलाई जानकारी/निवेदन दिनेछु ।

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

.....
व्यवस्थापक/टोली प्रमुख

.....
कर्मचारी/कामदार

Annex 8: Photographs



Photo 1: Consultation meeting with stakeholders in Itahari Sub-Metropolitan City, September 2023



Photo 2: Consultation meeting with stakeholders in Itahari Sub-Metropolitan City, June 2023



Photo 3: Mass Consultation Meeting with Municipal Authority, Ward Representative and Community Members (ward no. 4), September 2023



Photo 4: Mass Consultation Meeting with Municipal Authority, Ward Representative and Community Members (ward no. 3), September 2023



Photo 5: Consultation Meeting with Municipal Authority, Ward Representative and Indigenous People of the Community (ward no. 3), September 2023



Photo 6: Meeting with Municipal Authority, Ward Representative and Indigenous People of the Community of WN 4, September 2023



Photo 7: Meeting with Municipal Authority, Ward Representative and Women of the WN 3, September 2023



Photo 8: Meeting with Municipal Authority, Ward Representative and Women of the WN 4, September 2023



Photo 9: Meeting with Ward Chairman and Members at Ward No. 3 Office, September 2023



Photo 10: Meeting with Itahari Khanepani Upabhokta Sanstha, June 2023



Photo 11: Meeting with Ward Chairman and Members at Ward No. 4 Office, September, 2023



Photo 12: Meeting with the team of local office of NEA, Itahari



Photo 13: Meeting with Taltalaiya Management and Conservation Committee,
September, 2023



Photo 14: Proposed Campsite and Stockpile area,
Public land, East from Chandani Chwok, WN 4