

Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

**Upgradation of Mulpani School Hararchaur Kalimati Titaura Road
(8.56KM)**

Baglung Municipality
Baglung, Gandaki Province
Nepal

March, 2024

EXECUTIVE SUMMARY

Introduction

The upgrading of 8.56 km long Mulpani School Hararchaur Kalimati Titaure Road in Baglung Municipality starts from Mulpani school (ch-0+000) passes through Hararchaur(ch-2+500), Kalimati(ch-4+800), Titaure (ch-7+500) and ends at Danbisauna (ch 8+560). The proposed roads starting point coordinates are Easting 752611.238m, Northing 3129933.566m and elevation 1177.759m end point coordinates are Easting 749255.064m, Northing 3131682.148 and elevation 1746.665m. This road only passes through ward number 7 of Baglung Municipality. The proposed subproject is located in hilly area and passes mainly through mixed land use having rural settlement and cultivated land. This road continues joining further to the Baglung Municipality through the proposed road alignment as a ring road. This road connects western Baglung population and acts as a bypass road to connect Baglung municipality with Beni of Myagdi district. This road also serves as a connecting road to Panchakot Dham. The living standard and livelihood of the locals inhabited close to the project alignment will be enhanced. It is anticipated that the implementation of sub-project will further enhance infrastructure development and institutional capacity of the municipality. The project alignment does not run through ecologically sensitive area such as protected area, conservation area, wetland, national parks etc.

Baseline Information

The subproject is located in Mountain and partially Hilly Area of Lesser Himalaya at the altitude of 650m to 2650m altitude from sea level. The project area has average temperatures range from a maximum of 26 °C and a minimum of 19 °C. The average annual rainfall in this area is 1090.1mm. Road alignment does not cross any major river and streams however rainwater is discharged in natural gully. The sub-surface strata of the project area primarily consist of alluvium boulders, gravels, sands and clay and the liquefaction analysis indicates that the site is not susceptible to liquefaction. Most of the area of present land use of Baglung Municipality includes cultivated land. The air and noise quality of surrounding areas is affected by the local city vehicles and the noise created in the road section. The Noise and air quality of project area were tested and found within government Standards. During the construction of the road, vehicular circulation along the road is likely to be disturbed. The alignment does not cross any forest area and rivers. In project area there are different types of the tree species found, some of them are Paiyo (*Prunus cerasoides*), Pipal (*Ficus religiosa*), Utis (*Alnus nepalensis*), Lakuri (*Fraxinis floribunda*), Sallo (*Pinus roxburghii*), Chilaune (*Schima wallichii*), Mauwa (*Madhuca longifolia*). Also, 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.

The total population of Baglung Municipality is 56102 and total household is 15924. The average household size of the Municipality is 3.53 which is higher than that of district household size (3.88). The male and female population of the municipality is 26080 and 30022 respectively and sex ratio is 86.87. The major ethnic and caste representation in the area are Brahmins, Chhetri, Newar, Sarki, Bishokarma, Pariyar, Magar, Tamang and Thakuri. The majority the people of this area are mainly involved in agricultural based work, labor work and foreign employment for livelihood. The total population and household of project affected ward (ward no. 7) is 3092 (Male 1425 and female 1667) and 871 respectively. The average household size of the project wards is 3.55. The sex ratio of the project wards 85.48 Water supply pipelines of Kavre Water Supply Committee, Dhikichaur Water Supply Committee, Kalimati Water Supply Committee and Titaure water supply and sanitation user committee provides drinking water supply in this area but no integrated wastewater disposal system in the municipality. Shifting of 3 electric poles has been proposed.

There are few issues related to the GBV, SEA/SH were identified from field survey and records of nearby Police Office. Necessary mitigation programs have been planned and will implement during construction of sub project. The most prioritized issues on violence for planning of mitigation program are Domestic violence (physical, mental abuse and economic violence) and Rape/Attempt to Rape and child abuse.

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

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

Beneficial Impacts from the Project Implementation

The sub projects's immediate beneficial impacts from the project in the construction phase are generation of employment opportunities for the local people. The project will give priority to the poor, ethnic and disadvantaged local people for employment opportunity. Other beneficial impacts include enhancement of local business, accessibility to market centers and social services, development in skills of local people and involvement in the construction of the project. Panchakot is historical place and this road will attract tourists as well as it this road connects people of near by municipality. Once the proposed access road is in operation, it will offer comfortable and quick access to markets and to get social services. Increased access and transportation opportunities will improve the quality of life of the people of the area. Moreover this will promote the small agro based industries that uses local resources. Easy access and opportunity of better transportation system will develop education, health, market, tourism, bank and other socio-economic sectors. The better land network will increase land values that will be beneficial to local people.

Adverse Impacts from the Project Implementation

The cutting of slopes of hill side of road and disposal of soil, stockpiling of construction materials and earth material might result in erosion and landslide during construction and operation phase.. Due to heavy equipment use for construction there is chance of air pollution and noise pollution. During operation phase, vehicular movement, flowing water on the side drain of the road might cause erosion of soil on adjacent agricultural land. The operation of this road may result in expansion of settlement area and market which may increase encroachment of RoW. Similarly, the increase in dust, smoke and smoke of vehicles can increase air and noise pollution to some extent.

Mitigation Measures

The various benefit augmentation measures and adverse impact mitigation measures have been proposed in the report to make this project environment friendly. Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project and carry out site management practice such as the fencing around work area and road signage also Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign. Necessary measures will be taken to reduce the adverse effects on environment. At construction

site, the workers will be insured and provided with first aid facilities and safety equipments such as PPE, separate camps for male and female workers having well managed sanitation facilities. For plantation, local species of plant will be given priority. Appropriate bio/civil engineering structures will be adopted to protect the environment and to stabilize the slopes along the road. Proper maintenance and proper drain system will be provided to prevent accumulation of water on the nearby agricultural lands during operation. Adequate road safety measures like information and warning signs will be established to minimize road accident. Also due to safeguarding of existing houses, the carriageway width of the road in some section has been proposed as narrow where necessary safety measures like narrow sign, speed limit sign, settlement area sign and footpath are proposed to safeguard the road users for both pedestrians and vehicle operators.

Sexual exploitation/Assault/Harassment Prevention and response Action Plan

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.

Environment and Social Management Plan

The Environmental and Social Management Plan (ESMP) has been proposed with this report including issues identified, possible effects and impacts, measures for their mitigation, monitoring methods. The mitigation cost for environmental and social impacts in construction and operation phases are included in report. During construction period, there will be minimum disturbance on drinking water which is easily mitigated by taking precaution during construction. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. Different monitoring indicators on the physical, biological, socio-economic and cultural environment have also been identified. The project along with the stakeholders will monitor during reconstruction and operation phase. Project-related grievances will be addressed through grievance redress mechanism (GRM) established for the project for the uptake and timely response on stakeholders' query and concerns about sub project. Also, for mitigation of GBV, SEA/SH present with in the project area, the necessary orientation, workshops and trainings has been proposed in this ESMP report.

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 Baglung 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 safeguards specialists.

कार्यकारी सारांश

परिचय

बाग्लुङ्ग नगरपालिकाको ८.५६ कि.मी. लम्बाइको मुलपानी स्कुल हर्राचौर कालिमाटि तितौरा सडकको स्तरोन्नती कार्य मुलपानी स्कुल (चेनेज ०+००० मि. र पूर्वान्तर ७५२६११.२३८ मी. उत्तरान्तर ३१२९९३३.५६६ मी., उचाई ११७७.७५९ मि.) वाट सुरु भएर हर्राचौर (चेनेज २+५०० मि), कालिमाटी (चेनेज ४+८०० मि), तितौरा (चेनेज ७+५०० मि) हुदै दानबिसौना (चेनेज ८+५६०७ मि. र पूर्वान्तर ७४९२५५.०६४ मि. उत्तरान्तर ३१३१६८२२.१४८ मि., उचाई १७४६.६६५ मि.) मा समाप्त हुन्छ । यो सडक बाग्लुङ्ग नगरपालिकाको बडा न. ७ हुदै जान्छ । प्रस्तावित उपआयोजना पहाडी क्षेत्रमा अवस्थित छ र मुख्यतया ग्रामीण बस्ती र खेतीयोग्य जमिन भएको मिश्रित भू-उपयोगबाट गुज्रन्छ । यो सडक चक्रपथको रूपमा प्रस्तावित सडक एलाइनमेन्ट हुँदै बाग्लुङ्ग नगरपालिकासँग जोडिन्छ । पश्चिम बाग्लुङ्गवासीलाई जोड्ने यो सडकले बाग्लुङ्ग नगरपालिकालाई म्याग्दीको बेनीसँग जोड्ने बाइपास सडकको काम पनि गर्छ । यो सडक पञ्चकोट धामसँग जोड्ने सडकको रूपमा पनि रहेको छ । यस आयोजनाको बाटोको वरिपरिका बस्तीका स्थानीयहरूको जिवनस्तर र जीविकोपार्जनमा सुधार ल्याउनेछ। यस उपआयोजनाले नगरपालिकाको शहरी विकास योजना, पूर्वाधार बिकास र संस्थागत विकासमा नगरपालिकाको क्षमतामा सहयोग पुर्याउने अपेक्षा गरिएको छ । प्रस्तावित आयोजना कुनै पनि संरक्षित क्षेत्र जस्तै राष्ट्रिय निकुन्ज, अरक्षण क्षेत्र आदि हुँदै जाँदैन ।

विद्यमान अवस्था

समुन्द्री सतहदेखि ६५० मिटरदेखि २६५० मिटरको उचाईमा रहेको यो उपआयोजना लेसर हिमालयको पर्वतीय र आंशिक पहाडी क्षेत्रमा अवस्थित छ । आयोजना क्षेत्रको औसत तापक्रम अधिकतम २६ डिग्री सेल्सियस र न्यूनतम १९ डिग्री सेल्सियस रहेको छ । यस क्षेत्रमा औसत वार्षिक वर्षा १०९०.१ मिलिमिटर रहेको छ। सडक एलाइनमेन्टले कुनै पनि प्रमुख नदी र खोलाहरू पार गर्दैन तर वर्षाको पानी प्राकृतिक गल्लीहरू भएर बग्छ। परियोजना क्षेत्रको उप-सतह स्तरहरूमा मुख्यतया एलुभियम बाल्डरहरू, ग्राभेलहरू, बालुवा र माटोहरू रहेको छ। बाग्लुङ्ग नगरपालिकाको हालको भूउपयोगको अधिकांश क्षेत्रफलमा खेतीयोग्य जमिन रहेको छ। प्रस्तावित सडक एलाइनमेन्ट र सडकको क्षेत्राधिकारमा पहिरो/बाढी तथा अन्य विपद् जोखिम युक्त क्षेत्र छैन । आयोजना क्षेत्रको हावामा स्थानिय सवारी साधनवाट असर पर्ने र उक्त सवारीसाधन वाट ध्वनिमा असर पर्ने भएपनि ध्वनि गुणस्तर सीमा भित्रनै पाइएको छ । परियोजना क्षेत्रको आवाज र हावा सरकारी मापदण्ड भित्र रहेको छ । सडक निर्माणको क्रममा सो सडकमा सवारी साधनको आवागमनमा बाधा पुग्ने सम्भावना रहन्छ । एलाइनमेन्टले कुनै पनि वन क्षेत्र र नदीहरू पार गर्दैन। पैँयु, पिपल, उतिस, लाकुरि, सल्लो, चिलाउने र मौवा परियोजना क्षेत्रमा पाइने प्रमुख रूख प्रजातिहरू हुन् साथै आयोजनाले जंगली जीवन, एभियन जीवजन्तु, जलीय जीवन र सरीसृपमा कुनै प्रभाव पार्ने छैन।

बाग्लुङ्ग नगरपालिकाको कुल जनसङ्ख्या ५६१०२ रहेको छ भने कुल घरधुरी १५९२४ रहेको छ। नगरपालिकाको औसत घरधुरी को आकार ३.५३ छ जुन जिल्लाको परिवारको आकार (३.८८) भन्दा कम छ । यस नगरपालिकाको पुरुष र महिलाको जनसङ्ख्या क्रमशः २६०८० र ३००२२ रहेको छ भने लिंग अनुपात ८६.८७ रहेको छ । आयोजना प्रभावित वडा नम्बर ७ को कुल जनसङ्ख्या र घरधुरी क्रमशः ३०९२ र ८७१ रहेको छ । परियोजना वार्डहरूको औसत घरको आकार ३.५५

छ। आयोजनाको वडाको कुल पुरुष जनसंख्या १४२५ र महिला वडाको कुल जनसंख्या १६६७ रहेको छ। परियोजना सञ्चालन हुने बडाहरूको लिंग अनुपात ८५.४८ रहेको छ । आयोजना क्षेत्रमा ब्राह्मण, क्षेत्री, नेवार, सार्कि, बिश्वकर्मा, परियार, मगर, तमाङ्ग र ठकुरि लगायत जातजातिको बसोबास छ । धर्मको हिसाबले हिन्दू, ईसाई, बौद्ध धर्मावलम्बीको बसोबास छ । परियोजना क्षेत्रमा जातजातिको मिश्रित समूहको उपस्थिति रहेको छ । आयोजना क्षेत्रमा नेवार, मगर र तामाङ आदिवासी जनजाति छन्। यस क्षेत्रभिका अधिकांश मानिसहरू मुख्यतया जीविकोपार्जनका लागि कृषिमा आधारित काम, व्यापार, श्रमिक र वैदेशिक रोजगारीमा संलग्न छन्। काभ्रे खानेपानी समिति, ढिकीचौर खानेपानी समिति, कालीमाटी खानेपानी समिति र तिताउरे खानेपानी समितिहरूको पाइप लाइनबाट यस क्षेत्रमा खानेपानी आपूर्ति भए पनि एकीकृत फोहर मैला व्यवस्थापन प्रणाली छैन । सडक निर्माण हुने क्षेत्र भित्र रहेको ३ वटा विद्युतको पोल सार्नु पर्ने देखिन्छ ।

यौन शोषण तथा दुर्व्यवहार, लैङ्गिक हिंसा सम्बन्धित केही विषयहरू फिल्ड सर्भे र नजिकैको प्रहरी कार्यालयको रेकर्डबाट पहिचान गरिएको छ। घरेलु हिंसा (शारीरिक, मानसिक, आर्थिक), बलात्कार/यौन हिंसा र बाल हिंसा आयोजना प्रभावित क्षेत्रमा बिध्यमान 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 एवम् 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।

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

परियोजनाको प्रत्यक्ष प्रभाव क्षेत्र सडकको सम्पूर्ण लम्बाइको लागि उप आयोजनाको सडकको क्षेत्राधिकार १५ मिटर रहेको छ। त्यस्तै, अप्रत्यक्ष प्रभाव सडकको क्षेत्राधिकार किनाराबाट ५० मिटरभित्र पर्छ। प्रभावहरूको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ । स्थान विशेषको प्रभावहरू वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन मा समावेश गरिएका छन्। केही प्रभावहरू निम्नानुसार छन्।

उप आयोजना कार्यान्वयनबाट पर्ने सकारात्मक प्रभाव

यस उप आयोजनाले गरिब, जातीय अल्पसङ्ख्यक र विपन्न स्थानीयका लागि रोजगारीलाई प्राथमिकता दिई स्थानीय बासिन्दाका लागि रोजगारीको अवसर सिर्जना तथा आर्थिक सशक्तीकरणमा योगदान गर्नेछ । अन्य लाभकारी प्रभावहरूमा स्थानीय व्यवसायको वृद्धि, सुधारिएको पहुँच र मानिसहरूको सीप विकास समावेश छ। निर्माणमा सक्रिय रूपमा भाग लिने स्थानीय व्यक्तिहरूले बहुमूल्य सीप र अनुभव प्राप्त गर्छन्। यी सीपहरूले उनीहरूको व्यक्तिगत विकास र रोजगारमा योगदान पुर्‍याउँछ। पञ्चकोट ऐतिहासिक स्थल भएकाले यो सडकले पर्यटकलाई आकर्षित गर्नुका साथै यस सडकले आसपासका बासिन्दालाई समेत जोड्ने छ। सडक पूर्वाधारले बजार र सामाजिक सेवाहरूमा पहुँच बढाउन महत्वपूर्ण भूमिका खेल्छ। सुधारिएको यातायात सुविधाले यस क्षेत्रका बासिन्दाहरूको लागि जीवनको राम्रो गुणस्तरको नेतृत्व गर्दछ। कुशल

यातायात प्रणालीको उपलब्धताले शिक्षा, स्वास्थ्य सेवा, पर्यटन र अन्य सामाजिक-आर्थिक क्षेत्रमा सकारात्मक प्रभाव पार्न सक्छ। यसबाहेक, विस्तारित सडक सञ्जालले स्थानीय समुदायलाई फाइदा पुऱ्याउँदै जमिनको मूल्य वृद्धि गर्न योगदान पुऱ्याउँछ।

उप आयोजना कार्यान्वयनबाट पर्नसक्ने नकारात्मक प्रभावहरु

सडक निर्माणले गर्दा निस्कने माटो र निर्माण सामग्री को भण्डारणले गर्दा सडक निर्माण र सञ्चालनको समयमा पहिरो जान सक्छ। धुलो, ध्वनि तथा निर्माण कार्यमा प्रयोग हुने हेभी इक्विपमेन्टका कारण वायु प्रदूषण र ध्वनि प्रदूषणको सम्भावना हुन्छ। सञ्चालनको चरणमा सवारी आवागमन, सडकको छेउछाउको नालीमा बगेको पानीले छेउछाउको खेतीयोग्य जमिनमा माटो कटान हुन सक्छ। निर्माण कर्मीहरूको अचानक वृद्धिले सार्वजनिक पूर्वाधार जस्तै सडक, खानेपानी आपूर्ति, परियोजना क्षेत्रको सरसफाइमा असर पार्न सक्छ। सवारी आवागमन, सडकको छेउछाउको नालीमा बगेको पानीले छेउछाउको खेतीयोग्य जमिनमा माटो कटान हुन सक्छ। यो सडक सञ्चालनमा आएपछि बस्ती क्षेत्र र बजार को विस्तार हुन सक्छ जसले सडकको क्षेत्राधिकारको अतिक्रमण बढाउन सक्छ। त्यस्तै सवारी साधनको धुलो, धुवाँ र धुवाँको वृद्धिले वायु र ध्वनि प्रदूषणलाई केही हदसम्म बढाउन सक्छ।

प्रभाव न्यूनीकरणका उपायहरु

वातावरणीय र सामाजिक प्रभावलाई कम गर्न र निर्माण प्रक्रियाको सुरक्षा र दक्षता सुनिश्चित गर्न यस उप आयोजना निर्माणको लागि न्युनिकरण उपायहरु आवश्यक छन्। प्रतिवेदनले यस परियोजनालाई वातावरणमैत्री बनाउने उद्देश्यले लाभ बढाउन र प्रतिकूल प्रभावहरु कम गर्न विभिन्न उपायहरु प्रस्ताव गरेको छ। रोजगारीका अवसरका लागि स्थानीय जनतालाई प्राथमिकता दिइनेछ। वातावरणमा पर्ने प्रतिकूल प्रभावलाई न्यूनीकरण गर्न आवश्यक कदम चालिनेछ। आयोजनाको सम्भावित जोखिमहरूको बारेमा जागरूकता सिर्जना गर्न परियोजनाको निर्माण र कार्यान्वयनको क्रममा प्रयोगको लागि उपयुक्त संकेतहरु र साइट व्यवस्थापन कार्य जस्तै क्याम्प क्षेत्र वरिपरि तारबार, अभियानमार्फत प्रत्यक्ष र अप्रत्यक्ष रूपमा जानकारी प्रदान गरी सुरक्षा, स्वास्थ्य र वातावरणीय मुद्दाहरूको बारेमा जन जागरूकता बढाइनेछ।

कामदारको बीमा गरी प्राथमिक उपचार सुविधा र पीपीईजस्ता सुरक्षा सामग्री उपलब्ध गराइनेछ साथै व्यवस्थित सरसफाई सुविधा भएका पुरुष र महिला कामदारका लागि छुट्टाछुट्टै शिविर स्थापना गरिनेछ। सडकको किनारामा बृक्षारोपणको लागि स्थानीय जातका बिरुवालाई प्राथमिकता दिइनेछ। वातावरण संरक्षण गर्न र सडकको छेउछाउका ढलानहरूलाई यथास्थितिमा स्थिर गर्न उपयुक्त बायो/सिभिल इन्जिनियरिङ संरचनाहरू अपनाइनेछ। सञ्चालनका क्रममा नजिकैको खेतीयोग्य जमिनमा पानी जम्न नदिन ढल निकासको उचित व्यवस्था मिलाइनेछ। साथै विद्यमान घरहरूको सुरक्षाका कारण केही खण्डहरूमा सडकको क्यारिजवे चौडाइ साँघुरो प्रस्तावित गरिएको छ जहाँ पैदल यात्री र सवारी चालक दुवैको लागि सडक प्रयोगकर्ताहरूको सुरक्षाको लागि साँघुरो चिन्ह, गति सीमा चिन्ह, बस्ती क्षेत्र चिन्ह र फुटपाथ जस्ता आवश्यक सुरक्षा उपायहरु प्रस्ताव गरिएको छ। सडक दुर्घटना न्यूनीकरणका लागि पर्याप्त सडक सुरक्षाका उपायहरु जस्तै सूचना र चेतावनी संकेतहरु स्थापना गरिनेछ।

यौन शोषण तथा दुर्वसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार उपआयोजनाको लागि गरिएको यौनिक शोषण, दुर्वसन एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनमा आधारमा यस आयोजनाको SEA/SH जोखिमको "न्यून" मूल्याङ्कन गरेको छ । यस मूल्याङ्कनमा आधारित भई आयोजनाको लागि SEA/SH निरोध तथा सम्बोधन कार्ययोजना आयोजनाको लागि SEA/SH रोकथाम तथा सम्बोधन कार्ययोजना बनाइएको छ । यसमा उपआयोजनाको कार्यक्रमले सिर्जना गर्न सक्ने SEA/SH जोखिमहरु निषेध एवम् रोकथाम तथा न्यूनीकरण गर्ने 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 सुझाएको कार्यहरु लाई पनि समावेश गरेको छ।

वातावरण तथा सामाजिक व्यवस्थापन योजना

पहिचान गरिएका मुद्दाहरु, सम्भावित प्रभावहरु, तिनीहरुको न्यूनीकरणका उपायहरु, अनुगमन विधिहरु सहित यो वातावरणीय र सामाजिक व्यवस्थापन योजना रिपोर्ट प्रस्तावित गरिएको छ। निर्माण र सञ्चालन चरणहरुमा वातावरणीय र सामाजिक प्रभावहरुको लागि न्यूनीकरण लागत प्रतिवेदनमा समावेश गरिएको छ। यसबाहेक, पर्यावरणीय र सामाजिक न्यूनीकरण उपायहरु कार्यान्वयन गर्न र अनुगमनको लागि जिम्मेवार एजेन्सीहरु यस मा वातावरणीय र सामाजिक व्यवस्थापन योजना पहिचान गरिएको छ।

भौतिक, जैविक, सामाजिक, आर्थिक र सांस्कृतिक वातावरण सम्बन्धी विभिन्न अनुगमन सूचकहरु पनि पहिचान गरिएको छ । आयोजनाले पुनर्निर्माण र सञ्चालनको चरणमा सरोकारवालासँग मिलेर अनुगमन गर्नेछ । सरोकारवालाको जिज्ञासा र चासोको उठान र समयमै जवाफ दिनका लागि गुनासो निवारण संयन्त्र (GRC) मार्फत आयोजनासँग सम्बन्धित गुनासाहरुको सम्बोधन गरिनेछ । उपआयोजना निर्माणका क्रममा GBV, SEA/SH जोखिमहरुलाई आवश्यक न्यूनीकरण गर्न योजना बनाइएको छ । घरेलु हिंसा (शारीरिक, मानसिक, आर्थिक), बलात्कार/यौन हिंसा र बाल हिंसा लाई सबैभन्दा बढी प्राथमिकता दिई आवश्यक सचेतना तथा तालिमहरुको ब्यवस्था गरिएको छ।

संस्थागत व्यवस्था

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

Acronym

BoQ	: Bill of Quantity
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
CoC	: Code of Conduct
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DUDBC	: Department of Urban Development & Building Construction
EA	: Environmental Assessment
EHS	: Environment, Health and Safety
EPR	: Environmental Protection Rule
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
ILO	: International Labor Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OHS	: Occupational Health & Safety
OP/BP	: Operational Policy/Bank Policy
PCO	: Project Coordination Office
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
PPE	: Personal Protective Equipment
RoW	: Right of Way
SEA/SH	: Sexual Exploitation and Abuse/Sexual Harassment
STD	: Sexually Transmitted Disease
WB	: World Bank
WASH	: Water, Sanitation and Hygiene

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1. PROJECT INTRODUCTION

The Department of Urban Development and Building Construction (DUDBC) under Ministry of Urban Development (MoUD) of Government of Nepal has been executing the Nepal Urban Governance and Infrastructure Project (NUGIP) within the strategic framework for urban development envisaged in National Urban Development Strategy since the fiscal year 2077/78 B.S. The Project Development Objective (PDO) of NUGIP is to strengthen institutional capacity in participating municipalities for strategic municipal infrastructure and service delivery. In particular, NUGIP will aim at: a) improving access to core municipal services (includes expansion of coverage, and construction and rehabilitation of basic infrastructure systems, e.g., urban roads & storm water drainage etc) in participating municipalities; b) strengthening planning, budgeting and implementation systems for municipal service delivery; and c) strengthening municipal finances and financial management systems.

The DPR of *Upgradation Works of Mulpani School Hararchaur Kalimati Titaura Road* in Baglung Municipality has been prepared as per the contract between the Office of the Municipal Executive of Baglung Municipality; Nepal Urban Governance and Infrastructure Project (NUGIP) (Client) and Cosmopolitan Consultant & Technical Education Center P. Ltd.(C2TECH) Joint Venture with Garima International Design Associates Nepal P. Ltd. (GIDAN) In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd which have entered into the agreement, for performing work REF No: NP-DUDBC-216352-CS-QCBS to provide services on Detailed Engineering Design and Construction Supervision (DSC) covering the upgradation and rehabilitation works. 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.

The study for Environmental and Social Management Plan (ESMP) of Upgradation Works of Mulpani School Hararchaur Kalimati Titaura Road in Baglung Municipality was conducted in September 2023. The study and preparation of the this ESMP is guided by the Environmental and Social Management Framework (ESMF) for NUGIP.

Sub Project Title	Upgradation of <i>Mulpani School Hararchaur Kalimati Titaura Road</i>
Estimated Cost:	NPR. 589,912,483.70 (including VAT and contingency) (including proposed three roads cost of Municipality) ESMP cost of Mulpani road: 1,685,000.00
Start/Completion Date:	March 2024 - July 2025

2. DESCRIPTION OF THE PROJECT SITE

Baglung is a municipality in Gandaki Province, in western Nepal, 275 km west of Kathmandu. It is the administrative headquarters of Baglung District. Baglung serves as the major center for business, finance, education, service and healthcare for the people of mid-Kali Gandaki valley that encompass Beni, Jaljala, Baglung, Kushma, Kathekhola, Galkot, Phalewas and Jaimuni local bodies. The city is located at the cross-section of Kaligandaki corridor highway and midhill highway that transverse Nepal in north–south and east–west directions respectively.

The Baglung municipality is located in the eastern region of Baglung District, a hilly district in central Nepal from a geographical point of view. In the coastal area of Kaligandaki river, in the shadow of Dhaulagiri Mountain. Also, Baglung is a gateway to Mustang and Dhaulagiri Mountain peak. The municipality have area of 98.01 square kilometers. It is located between 28° 16' to 28° 27' north longitude and 83° 35' to 83° 58' east latitudes. According to the census of 2078, there are 12924 HHs and 16399 families having total population of 57030, with 26,588 males and 30,442 females. This municipality is divided into 14 wards. The elevation of this municipality varies from 650m to 2600m altitude from sea level.

2.1 Location of the project

Mulpani School – Hararchaur-Kalimati Titaura Road is a rural road of Baglung Municipality which connects Baglung municipality and Kathekhola Rural Municipality in Baglung District. This road alignment starts from Mulpani School in ward number 7 and ends at Danbisauna which is the connecting point of existing district road. The overall length of the proposed road is 8.56 km. This road only passes through ward number 7 of Baglung Municipality. Its starting point coordinates are Easting 752611.238m, Northing 3129933.566m and elevation 1177.759m end point coordinates are Easting 749255.064m, Northing 3131682.148 and elevation 1746.665m. The proposed subproject is located in hilly area and passes mainly through mixed land use having rural settlement and cultivated land. This road continues joining further to the Baglung Municipality through the proposed road alignment as a ring road. Though, this road only passes through single ward of municipality, this road connects western Baglung population and acts as a bypass road to connect Baglung municipality with Beni of Myagdi district. This road also serves as a connecting road to Panchakot Dham.

2.2 Land use

The project area consists of different settlements having scattered settlements and cultivated land. The RoW of this road has been declared on 2072/03/22BS. However, the proposed upgrading works for this road project will be limited within the existing road width in public use which is clear in terms of private/community structures. Thus, not requiring additional land taking. The proposed construction width is within the existing width in public use (Table 2-6). The proposed road is an existing open track and vehicles are plying throughout the alignment. During the RoW declaration time, respective ward offices placed a notice to inform public about RoW. According to the municipal ward office letter to municipality, there is no suggestion/objection/issues received from locals. The project does not run through any ecologically sensitive area such as protected area, conservation area, wetland, national parks etc. No historical or archaeological sites are located within the project area. ROW declaration related documents attached in **Annex II** of this report.

2.3 Topography and Hydrology

The settlement of this municipality lies in the Mountainous and partly Hilly Area of Lesser Himalaya. The altitude of the municipality is 1020m from sea level. Most of the municipality is covered by the hills. Kaligandaki River is located on its eastern site. Baglung enjoys warm summers and mild winters. Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. Highs above 35C (95 °F) and lows below 0C (32 °F) are rare. Rainfall is heavily affected by the monsoon and most of it occurs during the months of June through September. Rest of the year is mostly dry and sunny. Due to large topographic variation climate ranging from hot subtropical to temperate montage climate can be experienced within the municipality limits. Road alignment does not cross any major river and streams. In road section, there is presence of existing landslide area at chainage 5+750 to 5+780, it is not active at present however necessary mitigation measures (retaining wall and bio engineering) are proposed in the DPR and also presented in ESMP matrix of this report.

Rainfall data for the section of the road is chosen from rain-gauging stations at Baglung, Index no. 605 which is available near the project area for the rainfall analysis. The annual series of maximum daily rainfalls are collected from Department of Hydrology and Meteorology in digital form which is used for analysis of sizes of side drain and cross drain. The latitude, longitude and elevations of the nearest station are shown in **Table 2-1**.

Table 2-1 :Details of Hydrology Station near Baglung Municipality

Station Name	Index no.	Latitude	Longitude	Elevation (m)	MAMDR	Record length (Yrs)
Baglung	605	28°15'49.407"N	83°36'9.258"E	964	85.74	30

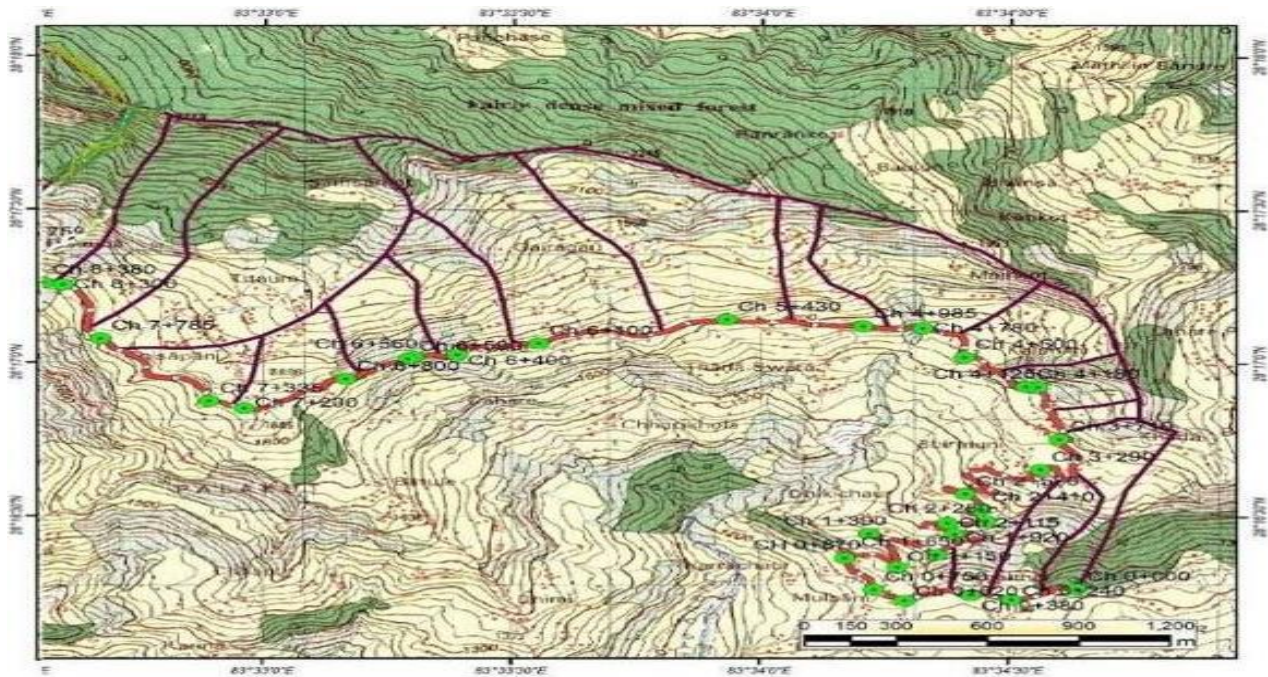


Figure 2-1: Map showing Catchment area

2.4 Climate and Vegetation

In this Baglung Municipal area, upper tropical to sub-tropical regional climate is found and climate is Humid. Hot weather is felt from Chaitra to Jestha month. During this season, the temperature rises up to 37.5°C. Average temperature of Baglung is 26.6°C in summer and 19.1°C in winter and sometimes drops to as low as 0°C. From middle of Ashad to the month of Ashwin, the monsoon rain causes floods in in the rivers and seasonal stream (Khahare) causing disaster in the surrounding area. The average annual rainfall in this area is 1090.1mm. Monsoon rain occurs from the month of Ashad to month of Ashwin. Road alignment does not cross any major river and streams. How ever rainwater is discharged in natural gully.

The alignment does not cross any forest area and rivers. In project area there are different types of the tree species found, some of them are Paiyo (*Prunus cerasoides*), Pipal (*Ficus religiosa*), Utis (*Alnus nepalensis*), Lakuri (*Fraxinis floribunda*), Sallo (*Pinus roxburghii*), Chilaune (*Schima wallichii*), Mauwa (*Madhuca longifolia*). Also, 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.

2.5 Air Quality

Air quality of the project area was tested by instrument. The real time based 24 hours average TSP, PM10, PM2.5 and CO were 188.3µg/m³, 74.3µg/m³, 12.4µg/m³ and 230µg/m³ respectively at the site. The observed values are within the prescribed limit of NAAQS 2012 for the respective air quality parameters. The air quality test report is presented in **Annex V**.

The main construction activities that cause air pollution are earthworks excavation, asphalt plants operations and vehicle movement. These activities generate dust, which directly affect the air quality. In addition, vehicles and machinery emit smoke and fine particles. These substances will increase the local air pollution significantly during the construction stage. Burning of fossil fuels will result air pollution due to emission of sulfur oxides (SO_x), nitrogen oxide (NO_x), carbon dioxide (CO₂) and particulates.

For maintaining the quality of air in construction site, during construction, water -will be sprayed on the road surface at Mulpani, Harrachaur, Kalimati, and Titaura settlement as well as Mulpani Secondary School, Jyotipunja Primary School and Vishokarma Secondary School area. Also, personal protective equipment (PPE) for the construction workers will be provided. The construction vehicles will be well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. Similarly, all construction plants should adhere to emission regulation. The vehicles carrying construction materials should ensure that it is well sealed and covered so as to avoid littering. The anticipated cost and specific conditions related to air pollution containment are included in the construction contract.

2.6 Water Quality

The water samples were collected from the project affected areas and tested in laboratory. There are no any natural water bodies existed along the proposed alignment However local community takes drinking water from nearby khola namely Kalimati khola and Buje khola. Thus, we have tested the water sample of existing community water supply sources from Kalimati khola and Buje khola. The water quality report was found complied with National Drinking Water Quality Standards /GoN. The detail of water quality test report is enclosed in **Annex V**.

The construction debris, paints, oil and grease are likely to create water pollution both surface and subsurface. The dust and silt from the construction sites will also create water pollution of the receiving streams. If workers

living in tents/camps do not have access to toilet facilities, open defecation may be practiced, which may contaminate water sources, causing health problems. The anticipated impacts on water pollution such as eutrophication, spreading of water born diseases, effect on downstream aquatic life will be direct in nature, low in magnitude, local in extent and of short-term in duration.

Spoil should be disposed of at designated spoil sites only which is proposed at 50 m from chainage 5+600, Pairhawari chaur, (further details are presented in section 3.4). Also, contractor will propose spoil management site in their C-ESMP and will approve by PIU and DSC and efforts will be made to minimize such waste as far as possible through reuse, reduction, and recycling concepts. Similarly, the contamination of water by the use of cement and bitumen should be avoided and strongly monitored by contractors, PIU (Baglung Municipality) and DSC. The Contractor needs to arrange for sufficient water supplies and proper sanitation facilities for its labor force. Separate arrangements for water supply and sanitation facilities are necessary for work camp and labor camps. The anticipated cost and specific conditions related to water pollution containment are included in the construction contract.

2.7 Noise level

The daytime and night time observed sound pressure level at the monitoring site were 48.7dB(A) and 46.9dB(A) respectively. The observed daytime and nighttime average sound pressure levels complied the prescribed limits of GoN- Noise level standard 2069 for category urban residential area. The details report of air, water and noise are summarized in **Annex V**.

Noise impacts will be significant in the RoW and vicinity of the proposed subproject upgradation road during construction periods due to increase of vehicular movements and operation of machinery equipment. The settlement like Mulpani, Harrachaur, Kalimati, Titaura as well as Mulpani Secondary School, Jyotipunja Primary School and Vishokarma Secondary School area may impacted by noise pollution. The heavy construction equipment movement in the site should be maintained in the day time only. Vibrations effects are closely observed and may need to do vibration activities by considering local requirement maintaining prescribed quality. For the safety of construction workers, PPE along with earplugs must be provided while on duty. The anticipated cost and specific conditions related to noise and vibration containment are included in the construction contract.

2.8 Existing infrastructures/ utilities

The details of existing infrastructures situated within the construction width are presented in the tables below.

Water Supply Pipelines

As per field observation, there is presence of existing water supply pipe network in the proposed alignment. Small sections of pipes were observed from place to place along hill side of road alignment. Water supply pipelines of Kavre Water Supply Committee, Dhikichaur Water Supply Committee, Kalimati Water Supply Committee and Titaure Water Supply Committee are present in this road. Necessary consultation with these water supply users committee were conducted during field study and minutes are presented in **Annex II**. These water supply pipelines will not be impacted directly from the upgradation of the proposed road. However, during the construction of the proposed road, precautions such as avoiding pipelines, providing support for sagged pipelines as required will be taken to ensure continuous flow of water through these water supply pipelines. In case of damage from the construction works, contractor will be responsible for the reinstatement of the water supply pipelines.

Religious Places, Resting area and community owned properties

The details of the public owned properties lie along the road alignment are presented below.

Table 2-2: List of Temples, Resting Areas and Other Community Owned Properties

S.No.	Ward No	Chainage	Name	Type	Remarks
1.	Ward No: 7	1+800	Bhagawati Mandir	Temple	None of these structures will be affected.
2.	Ward No: 7		Vishokarma Mandir	Temple	
3.	Ward No: 7		Garvacharya Kuldevata Mandir	Temple	
4.	Ward No: 7	5+800	Shiva Mandir	Temple	
5.	Ward No: 7	1+790	Pipal Chautaro	Resting Area	
6.	Ward No: 7	8+300	Pipal Chautaro	Resting Area	
7.	Ward No: 7		Bhagawati Mandir (Dalit Tole)	Temple	
8.	Ward No: 7		CYC Saving & Credit Cooperative society Ltd.	Saving & Credit	
9.	Ward No: 7		Pipal Chautara	Waiting Shade	

Schools

Here is the list of schools which lies along the alignment and near to the road alignment. The physical structures of these schools won't be affected by upgradation works. Necessary consultation with school management were conducted during field study.

Table 2-3 Schools In and Near the Road Alignment

S.N.	Chainage	School Name	Location	Remarks
1	0+000	Mulpani Secondary School	Mulpani	None of the structures of schools will be affected during construction.
2	3+100	Jyotipunja Primary School		
3	4+720	Vishokarma Secondary School	Kalimati	

Existing Storm water drainage structures

Table 2-4: Existing Storm Water Drain Details

SN	Chainage		Direction	Remarks
	FROM	TO		
1	0+000	0+040	Right	Proposed for reconstruction
2	0+085	0+120	Right	
3	0+190	0+275	Right	
4	2+270	2+790	Right	
5	4+330	4+520	Right	

SN	Chainage		Direction	Remarks
	FROM	TO		
6	4+635	4+875	Right	
7	4+870	4+920	Right	

Existing Electric lines

In the whole alignment, the road section has three electric poles within the construction width of proposed subproject which needs to be relocated during construction. Details of electric poles which needs to be relocated during construction are presented in below **Table 2-5**.

Table 2-5 Existing Electric Poles

SN	Chainage	Direction	Remarks
1	2+565	Right	
2	3+465	Left	
3	5+885	Left	
Total		3	Nos.

2.9 Demography of the project area

The total population of the Baglung District, according to the Census of Nepal, 2021 (2078BS) conducted by National Statistics Office (NSO) is 249,211 and the number of households is 64153. The average household size of the district is 3.88, which is lower than that of the national average (4.37). The total population of Baglung Municipality is 56102 and total household is 15924. The average household size of the Municipality is 3.53 which is higher than that of district household size (3.88). The male and female population of the municipality is 26080 and 30022 respectively and sex ratio is 86.87.

The total population and household of project affected ward (ward no. 7) is 3092 (Male 1425 and female 1667) and 871 respectively. The average household size of the project wards is 3.55. The sex ratio of the project wards 85.48. (Source: NSO, 2021).

2.10 Settlements

The major settlement along the project road alignment is Mulpani, Harrachaur, Kalimati, Tataura and Danbisauna.

2.11 Land availability

The project area consists of scattered settlements and cultivated land. The proposed road is an open track that is in public use and vehicles are plying throughout the road section. The existing width of the road is varying from 5.6 m to 7.9 m (including side drain and earthen shoulder). Safety measures such as narrow sign, settlement area sign, speed limit sign will be provided in the narrow sections (Table 2-6) to safeguard the road users. Chainage wise details of existing road width and proposed construction width is presented in **Table 2-6** (in remarks: stated as narrow section). Thus, the proposed road will be upgraded within existing road width and is clear in terms of private or public/ temporary or permanent structures. Also, according to the municipal

ward office letter to municipality, there is no suggestion/objection/issues received from locals. Thus, there are no outstanding issues or grievances related to the land and structures

Table 2-6: RoW and Proposed Construction Width Details

SN	Chainage		Length (m)	RoW (m)	Existing width (m)	Proposed construction width (m)	Proposed carriageway width (m)	Remarks
	From	To						
1	0+000	3+440	3440	15	7.8	7.7	5.5	
2	3+440	3+500	60	15	5.6	5.6	3.75	Narrow section
3	3+500	3+680	180	15	7.8	7.7	5.5	
4	3+680	3+820	140	15	5.6	5.6	3.75	Narrow section
5	3+820	4+740	920	15	7.9	7.9	5.5	
6	4+740	4+940	200	15	5.6	5.6	3.75	Narrow section
7	4+940	8+560	3620	15	7.8	7.7	5.5	

2.12 Physical Structures

There are no public as well as private structures present along the construction width of this sub-project. Therefore the alignment is clear for the construction of work.

2.13 Caste/Ethnicity

The project area is inhabited by Brahmins, Chhetri, Newar, Bishokarma, Pariyar, Sarki, Magar, Thakuri and Tamang. The caste/ethnicity wise details of households are presented in **Table 2-7**. There is presence of mixed groups of castes and ethnicities in the project area. The necessary consultations with these groups were conducted during field study. The consultations with different groups including IPs and Dalits were also organized during field study.

Table 2-7: Caste/Ethnicity of People along Proposed Road Alignment

SN	Ethnicity	HH no.	%	Remarks
1	Brahamin	38	32.20	Khas/Arya
2	Chhetri	30	25.42	Khas/Arya
3	Newar	4	3.39	IPs
4	Sarki	10	8.47	Dalit
5	Biswokarma	9	7.63	Dalit
7	Pariyar	6	5.08	Dalit
8	Magar	14	11.86	IPs
9	Tamang	3	2.54	IPs
10	Thakuri	4	3.38	Khas/Arya
Total		118	100	

Source: field study 2023

2.14 GBV, SEA / SH

During field study consultations and available data collected from District Police Office, Baglung, there is presence of different types of GBV within the Municipality and project area. During the consultations with locals, they raised the violence related cases like mental and physical abuse and economic violence.

Record of District Police Office, Baglung also showed the violence presence within the Municipality. Record of violence presence within the municipality are presented in the **Table 2-8**. Most of the local women were not aware about the provisions of complaint registering through toll free number 1145 dedicated by National Women Commission.

As a part of the project compliance, an Anti-Harassment Cell has been formed in Baglung Municipality with dedicated focal person. **Mr. Bhimsen Panta** is appointed as the focal person who also serves as GBV focal person for the municipality. The letter regarding deputation of the focal person has been attached in Annex II. The main purpose of establishment of Anti-Harassment cell is to deal with cases of sexual harassment in a timely manner by providing empathetic support to the victim and ensuring prevention of harassment through proper redressal of the case.

Table 2-8: GBV Case Details of Municipality

F/Y	Domestic Violence	Rape	Attempt to rape	Polygamy	Child Marriage	Child Abuse	Unnatural Sex
2077/078	53	14	6	7	0	3	1
2078/079	32	17	9	8	1	1	0
2079/080	32	27	9	8	0	2	3
Total	117	58	24	23	1	6	4

Source: District police office, Baglung

According to the above presented data, there is presence of different types of GBV within the municipality and project area. Therefore, most prioritized issues on GBV, SEA/SH issues are taken for planning of mitigation measures. Necessary mitigation programs are planned and will be implemented during the construction of this sub project. The most prioritized issues on GBV are

- Domestic Violence
- Physical, mental and economic violence
- Rape/Attempts to rape
- Child Abuse

For mitigation of SEA/SH, and GBV during the construction phase, the following activities are proposed and will be implemented which needs to be continued in the operation stage also. In order to carry out these activities, mitigation action plan has been prepared with estimated budget and is included in DPR. The overall responsibility to carry out these activities will be borne by PIU/DSC and contractor depending on the activities.

- Awareness programs related to women/girls of project area and workers, for GBV, including on domestic violence, physical, mental and economic violence
- Orientation to girls in Schools and local people on child abuse
- Establishment of Anti-Harassment Cell in Municipality and assign a Focal Person in the Municipality.
- Conduct an orientation program on code of conduct for contractors and subcontractors to manage GBV/SEA/SH risks during construction phase and Implementation of Code of Conduct on SEA/SH behavior and the provision of punishment for breaching of the code of the conduct.

3. DESCRIPTION OF THE PROJECT AND ITS ACTIVITIES

The upgrading of Mulpani School Hararchaur Kalimati Titaura Road starts from Mulpani School in ward number 7 and ends at Danbisauna which is the connecting point of existing district road. The overall length of the proposed road is 8.56 km. This road only passes through settlements of ward no 7 of Baglung Municipality. The settlement of this municipality lies in the Mountainous and partly Hilly Area of Lesser Himalaya. 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.

The upgradation of this road sub-project will be implemented within the existing road width in public use. The existing road width varies from 5.60 m to 7.90 m (including earthen side drain and earthen shoulder) and is clear in terms of private/community structures. The average gradient of the road varies from 0.5 to 12 %. The proposed carriageway width is 5.5m but in sections having existing road width 5.6 m, carriageway width of the road is 3.75 m. Chainage wise details on carriageway width is presented in Table 2-6. The components of the proposed roads are construction of pavement, raised footpath, kerbs, covered drains, road crossings, retaining wall/breast wall, zebra crossing, and shifting of 3electric poles and improvement of the road furniture.

3.1 Salient Features of the Project

Salient features of the proposed Mulpani School Hararchaur Kalimati Titaura Road sections are shown below **Table 3-1**.

Table 3-1: Salient features of Mulpani road

SN	Description	Description	
1	Name of the Road	Mulpani School Hararchaur Kalimati Titaura Road	
2	Road Type	Urban/ Local Road (NURS 2076)	
3	Proposed road length	8.56 Km	
4	Number of Lane	Two Lane	
5	Right of Way (RoW)*	15m	
6	Road Attributes	Existing Width in Public Use	Proposed Construction Width
	<ul style="list-style-type: none"> RoadWidth 	0+000 to 3+440: 7.8m 3+440 to 3+500: 5.6m 3+500 to 3+680: 7.8m 3+680 to 3+820: 5.6m 3+820 to 4+740: 7.9m 4+740 to 4+940: 5.6m 4+940 to 8+560: 7.8m (Including earthen drain and earthen shoulder where applicable)	0+000 to 3+440: 7.7m 3+440 to 3+500: 5.6m 3+500 to 3+680: 7.7m 3+680 to 3+820: 5.6m 3+820 to 4+740: 7.9m 4+740 to 4+940: 5.6m 4+940 to 8+560: 7.7m
	<ul style="list-style-type: none"> Camber of Carriage way 	2.5%	
	<ul style="list-style-type: none"> Pavement Surfacing 	20 mm Premix carpet (Flexible pavement) 0.15 m Base	

SN	Description	Description
		0.15 m Sub-base
7	Terrain Type	Mountainous and partly Hilly Area
8	Climate	Upper Tropical
9	Geology	Quaternary Glacier Lake Outburst
10	Wards & Major settlements	Baglung Municipality –7 Mulpani, Kalimati, Titaure, Danbisauna
11	Design Parameters	
12	Design speed of Road	30 km/hr
13	Design Life of Road	20 Years
14	Maximum Gradient	12%
15	Minimum Gradient	0.5%
16	Total cost of EMP	NPR. 1685,000.00
17	Total Project cost	NPR. 589,912,483.70 (including VAT and contingency) (including proposed three roads of Municipality)
18	Cost per km	NPR. 47,882,506.79 (including VAT and contingency)

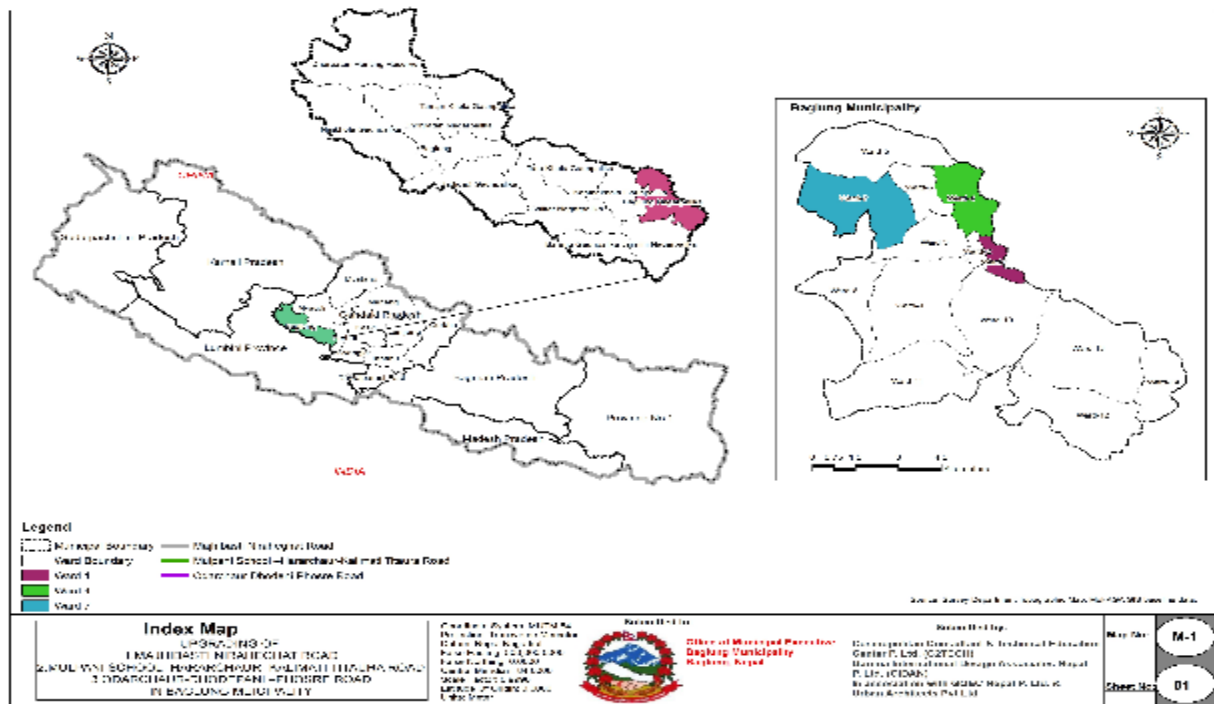


Figure 3-1 Index map

3.2 Proposed Campsite and Stockpile Area

The field study showed that an open ground 20 m far from chainage 4+100, having an area of around 6 *ropani*, near Kalimati (Dhikichaur ko Dhand Chaur, Easting 752435m E, Northing 3131081m N) at Ward number 7, can be used for Contractor’s campsite and stockpiling of the construction materials. The land is Government land, and the contractor will lease the land by coordinating with local level. Necessary consultation with ward office was conducted and letter from ward office is attached in **Annex II**. The existing land is barren land

having some vegetation. Required facilities like separate male and female camps and toilets will be constructed during construction phase.

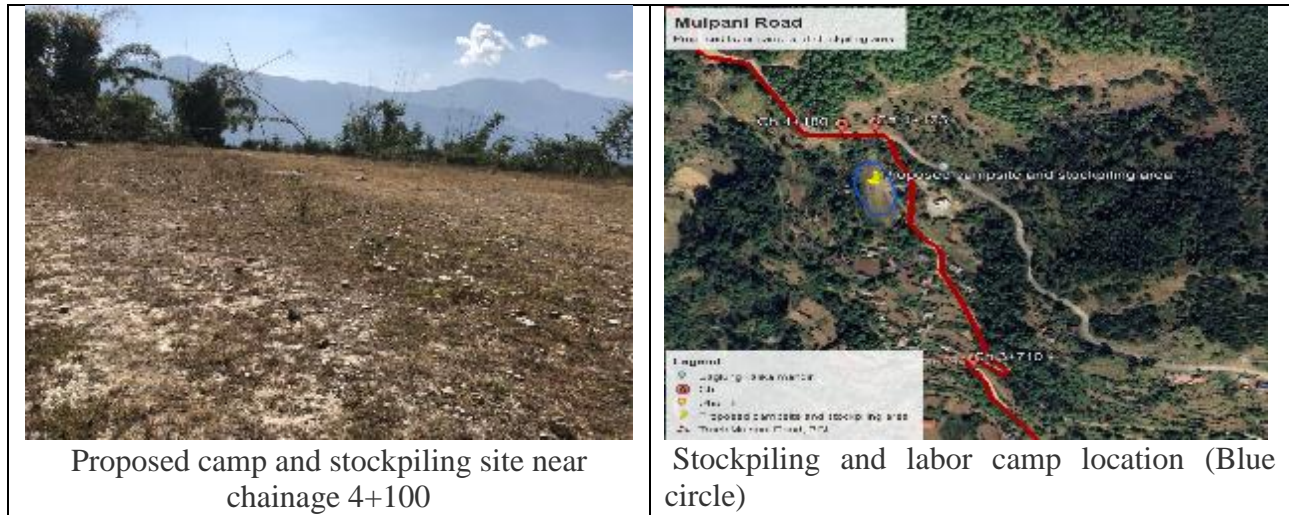


Figure 3-2: Proposed camp and stockpiling site

3.3 Solid Waste Management

Solid waste generated from the labor camps will be disposed within the proposed camp site. Soak pits or septic tanks will be established for the sanitation units/latrines at appropriate location within campsite. The tentative estimated solid waste generated by the camps is 75kg (for 50people) per day (as assume that a person generates 1.5kg waste a day). As the labor camp/stockpiling area is big, contractor will use one point for solid waste management. Also, 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 existing 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 level.

3.4 Spoil Management

As per the DPR of the road, there is earth cutting (83969.01m³) of earthwork is more than filling work (5305.15m³). After the backfilling, 78,663.86m³ construction spoil will need to be managed in appropriate site. An open public space located around 50 m from chainage 5+600 (Pairhawari Chaur, Easting 751186m E, Northing 3131434m N, ward 7), with area of around 5 *ropani* has been proposed as spoil disposal site which is the government land. Necessary consultation with ward office was done and letter from ward office is attached in **Annex II**. Construction debris will be disposed at designated spoil site only 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. Construction trash should only be disposed of at approved spoil sites that are far from water sources. The construction contract contains the exact terms for managing construction detritus and storing resources. The land will be cleared and restored to the satisfaction of the landholder or the local authority.

Table 3-2: Details of Spoil Generated by Subproject

SN	Particulars	Cutting (m ³)	Filling (m ³)
1	Earthwork	83969.01	5305.15

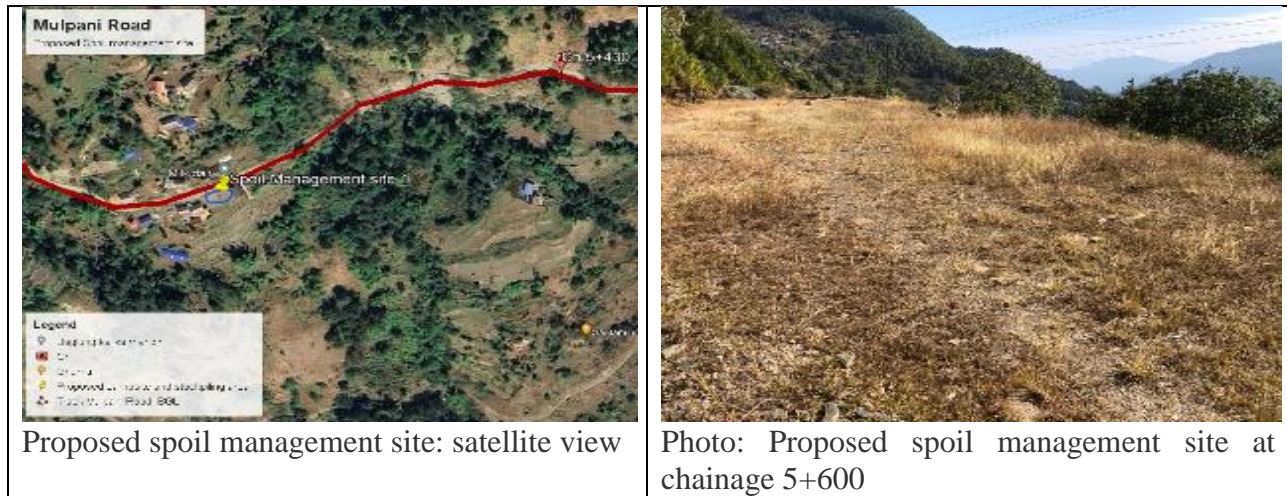


Figure 3-3: Proposed spoil management site

3.5 Quarry Sites

The upgrading of road will require boulders, sand and aggregate for activities like gravelling, construction of retaining walls, cross drainage, side drains, road furniture and other structures. These construction materials will be brought from the established quarry sites of municipality and crusher industry nearby the municipality. These construction materials will be brought from the IEE approved quarry sites at the Kaligandaki River (which have already received the environment clearance) within the Municipality. The details of quarry name and available quantity are presented in **Table 3-4** and the quarry site is shown in below **Map (Figure 3-4)**.

Table 3-3: Quantity of Sand, Aggregate and Stone required for the sub project construction

SN	Particulars	Quantity (m3)	Remarks
1	Sand	5506	
2	Stone	14,491	
3	Aggregate	14025	

The contractor may also obtain required construction materials from the legally operating crusher industries other than proposed quarry sites. So, the direct impact of quarries such as damage to cultivated land, high level of air pollution, noise pollution, cracking of houses nearby structures by heavy equipment movement, affect to the downstream aquatic life etc are not expected in this subproject. However, the quarry sites and amount of quarrying material will be included in Construction Environment and Social Management Plan (CESMP) within 45 days of commencement of works. PIU will check the site requirements and quality of quarrying material and approve it. DSC will also monitor whether the quarry sites has been legally operating or not.

Table 3-4: IEE Approved Quarry site description

SN	Quarry Name	Ward No	Northing	Easting	Available quantity (m3)/year	Remarks
1	Modi Beni	14	28°12'34.48"	83°36'20.92"	750.96	Approved IEE of these sites is not mentioned separate
2	Dablyan Bagar	1	28°15'01.36"	83°37'43.43"	2006.76	

SN	Quarry Name	Ward No	Northing	Easting	Available quantity (m ³)/year	Remarks
3	Majhigaun Bagar	1	28°16'00.91''	83°36'37.12''	13954.85	volume of the stone, aggregate and sand to be available
4	Chipchipe Bagar	4	28°17'18.15''	83°36'2.22''	11089.1	
5	Galyang ghat takuri Bazar	12	28°13'26.48''	83°40'18.18''	8922.9	
6	Kalokhola Bhanbhane	13	28°14'44.66''	83°38'3.56''	8403.15	



Figure 3-4: Satellite Map of Quarries Location of Baglung municipality

3.6 Borrow Pits

As per DPR, the quantity of earthwork cutting (83969.01m³) is more than earth filling work (5305.15m³), thus there is no need of borrow pits in this sub project however if needed during construction, borrow pits will be identified and established during the time of construction by coordination with locals and municipality.

3.7 Other facilities

The facilities like workshop area, concrete batch plan will be established during construction of road. The site is identified during filed study. It is proposed near the Mulpani and 60m (Mulpani Chaur, Easting 752565.85m E, Northing 3129923.60m N) far from chainage 0+000 of proposed road and is government property.

Necessary consultation with ward office was conducted and letter from ward office is attached in **Annex II**. Further, CESMP will be prepared by contractor within 45 days of contract. Thus, facilities like Workshop area, concrete batch plant establishment details will also be included in contractor's CESMP.



Figure 3-5: Proposed other facilities establishment site

4. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

4.1 Social and Environmental Screening:

The Environment and Social Management Plan (ESMP) including monitoring plan provides a road map on how to address the anticipated negative environmental and social impacts associated with the implementation of the proposed development project throughout its project life cycle. The outline of the plan considers the anticipated impacts, the mitigation measures, the parties responsible for the action, time frame for the implementation and cost to address them. The monitoring process aims at generating useful information that would be useful in facilitation of the implementation of the mitigation measures.

The implementation of the ESMP shall be the responsibility of both the Municipality/PIU/DSC and contractor. Proponent will play both implementor and supervisory role for ensuring proposed measures are implemented as outlined in the plan. Frequency of implementation and monitoring of the proposed measures will be dependent on the nature of the anticipated impact. Cost for the implementation of ESMP during the construction phase will be factored in the bills of quantities (BOQ) while the cost after completion will be met by the PIU.

The proposed sub-project is an upgradation of an existing road. By using approved format, a social and environmental screening of the sub-project has been done to assess any potential risk associated with the road upgradation work. The checklists of screening of social and environmental safeguards are provided in **Annex I**. The screening shows that the project area doesn't have major social or environmental risks. The land required for road construction is already available and is in public use. Documents regarding declaration of the RoW by the Baglung Municipality is provided in **Annex II** of this report. As per consultations with people during the field study, there were no disputes regarding land ownership, existing road width and grievances. As per section B & C of Appendix C of Environmental and Social Management Framework (ESMF, August 2020) of NUGIP, it can be concluded that the proposed road upgradation project falls under 'Low to Medium impact project' under Category B. Hence an abbreviated ESMP is sufficient for the proposed project. This ESMP document has been prepared as per Appendix C of the ESMF.

4.2 Scope of Environmental and Social Management Plan:

The scope covers potential impacts, related mitigations and monitoring aspects related to activities under the proposed road upgradation works in Baglung Municipality. These are summarized in **Table 4-2** below.

4.3 Implementation of Environmental and Social Management Plan

The sub-project ESMP implementation arrangements can be summarized as follows;

Table 4-1: Roles and Responsibility of Stakeholders during ESMP implementation

SN	Stakeholder	Role & Responsibilities for ESMP implementation
1	Baglung Municipality/PIU	<ul style="list-style-type: none"> ✓ The overall project environmental and social safeguard management is the responsibility of PIU ✓ The regular monitoring will be carried out by the PIU
2	Contractor	<ul style="list-style-type: none"> ✓ The contractor is required to submit C-ESMP within 45 days of contract signing. ✓ Implement the mitigation measures and provisions as per ESMP and DPR of the Project

SN	Stakeholder	Role & Responsibilities for ESMP implementation
3	DSC	<ul style="list-style-type: none">✓ Preparation of ESIA/ESMP during DPR phase✓ Supervision support to the Contractor to implement the ESMP✓ Monitoring of implementation of ESMP and its compliance✓ The E&S safeguards specialists of DSC will work closely with its technical staff to ensure project implementation in accordance to World Bank's safeguard standards.
4	PCO & PMST	<ul style="list-style-type: none">✓ The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects✓ The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIU/DSC

4.4 Objectives of ESMP:

The overall objective is to ensure that the environment and its surrounding areas are protected and developed to meet the needs of the local stakeholders and safeguard the requirements of the local people. The basic objectives of the ESMP are to:

- To ensure that all mitigation measures and monitoring requirements will actually be carried out at different stages of project implementation and operation - pre-construction, construction, and operation and maintenance;
- Establish the roles and responsibilities of all parties involved in the project's environmental and social management; and
- Ensure the budget required for implementation of recommended actions aimed at environmental and social management and its enhancement.

4.5 ESMP Matrix:

Following project interventions and related mitigation measures have been planned in relation to the existing status and potentials improvements for the proposed road alignments;

Table 4-2: Environmental and Social Management Plan (ESMP) Matrix

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical-Construction				
1.	Obstruction due to electric poles with in construction width (3 Nos.)	<ul style="list-style-type: none"> Obtain all necessary permits for dismantling and relocation of electric poles from NEA and provide a copy to the Contractor. Relocate the electric poles along the alignment in coordination with the Nepal Electricity Authority The process should be completed prior the beginning of the road construction 	Municipality/DSC and Contractor in coordination with NEA.	Included in DPR BOQ (BOQ item no: A-2)
2.	Likely disturbance of water supply pipeline.	<ul style="list-style-type: none"> Water supply pipelines will not be impacted directly from the upgradation of the proposed road. If water supply pipeline gets damage/disturbance from the construction works, water supply pipeline will be reinstated as required in coordination with relevant stakeholders. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost.
3.	Quarrying Material and Operation	<ul style="list-style-type: none"> Avoid and or minimize adverse environmental impacts arising out of quarry construction material exploitation in line with MOFE guidelines/ conditions / recommendations. Include conditions for selecting borrow sites, timing and use of roads, maintenance of vehicles, selection of sites for material storage, rock blasting and aggregate production, handling hazardous or dangerous materials such as oil, explosives and toxic chemicals. 	Municipality/DSC, Municipality instructs the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance	Covers by municipality/PIU DSC monitoring cost

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • The construction materials will be brought from the established quarry sites located within or outside the municipality. So, the direct impact of quarries is not expected in this Subproject. • The municipality in support of DSC will monitor the quality of quarrying material and state of quarry sites. • The materials will be brought only from licensed vendors having environmental clearance. • Municipality may instruct the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance. • Prepare a CESMP and include the details of quarrying activities including required quantity, locations and required mitigation within 45 days of commencement of works and submit to the PIU for approval. • All the excavated quarry sites will be rehabilitated implementing the measures mentioned in the approved IEE reports. 		
4.	Issues of stockpiling and construction material	<ul style="list-style-type: none"> • Locate and seek approval from the supervising consultant for the use of stockpile sites. • Proposed location is an open ground 20m far from chainage 4+100, having an area of around 6ropani, near Kalimati (Dhikichaur ko dhand chaur, Easting 752435m E, Northing 3131081m N) at Ward no 7. • Stockpile should not be located on water courses; should not be within 50 m of schools, hospitals or public standpipes; and should not affect locals and their properties. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Obtain written permission from landowners and local bodies for stockpiling on their land. The consent letter from identified land's owner was obtained with presence of municipal representatives and attached in Annex II. • Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. • Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose. • The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. • The area could be leased or rented based on price not lower than the prevailing market price 		
5.	Borrow Pits	<ul style="list-style-type: none"> • Earth material Quantity required of the filling works, sub-grade, and grade, base and sub-base. • Stock piling of top soil, • Avoid and or minimize adverse environmental impacts (a minimize contamination of the surroundings) rising out of borrow pits. • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits. 	Contractor, Monitoring by DSC/PIU	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP
6.	Construction waste and Spoil management	<ul style="list-style-type: none"> • An open public space located around 50m from chainage 5+600 (Pairhawari chaur, Easting 751186m E, Northing 3131434m N, ward 7), with area of around 5ropani has been proposed as spoil disposal site • Disposal of spoil into water bodies will be strictly prohibited. 	Contractor, Monitoring by DSC/PIU	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> Generated spoil will be disposed only at designated spoil disposal sites. Open burning of solid waste from the Contractor's camps should be strictly banned. All the identified spoil disposal sites will be rehabilitated after disposal adopting natural drainage, and covering vegetation. 		
7.	Air/Dust Management	<ul style="list-style-type: none"> Road construction area shall be maintained damp by periodical spray of water (at least 3 times a day). Air quality Sampling (at least 2 times during construction period) Delivery vehicles will be covered. Mixing equipment will be well sealed and equipped as per existing standards. All construction vehicles should comply with Motor Vehicles and Transportation Management Act 2057 as amended (2074/11/14)– mandatory Green Sticker. Provide temporary hoardings where required to minimize dust impact on locations of temples (Chainage 1+800, 5+800 and 8+300) and schools (Chainage 0+000, 3+100 and 4+720). Provision of speed control measures in Mulpani and Kalimati settlements and working areas to limit traffic speed. Dust emission and air pollution due to construction activities and operation of heavy equipment and movement of transporting vehicles, to mitigate the impacts water will be sprinkled along the proposed road alignment and nearby dust prone area such as Mulpni 	Contractor/DSC	<p>Included under Contractor's Cost. The cost for the water sprinkling will be borne by the contractor.</p> <p>(For Air quality test/Sampling, Noise sampling and water quality test NRs 500,000)</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>and Kalimati settlement as well as school area chainage 0+000, 3+100, 4+720 and repair and maintenance of equipment and vehicles regularly.</p> <ul style="list-style-type: none"> Air pollutant parameters (TSPM, PM10, Sox, NOx, Cox) will be monitored regularly during construction. Conforming NAAQS of Nepal. 		
8.	Noise, vibration due to the use of heavy machinery and other construction activities,	<ul style="list-style-type: none"> Ensure plant and equipment used for construction conforms to best practices. Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. Workers will be provided with appropriate ear muffs/plugs specially at crusher site Sensitive locations i.e., schools (chainage 0+000, 3+100, 4+720), government offices (Chainage 4+800) etc. will avoided while placing the noise generating equipment. Cracks caused by vibration due to construction activities need to be monitored closely and alternative be sought where problem arises. Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. Select equipment and machinery with lower sound power levels for the use Restrict activities with significant noise impacts to outside school Activities involving heavy machinery with significant noise impacts should be restricted to outside school hours. Noise levels (1 hr Leq dB(A)) levels will be monitored regularly. Conforming WHO standards. 	Contractor/DSC	<p>Cost of Noise level monitoring/ Sampling comes within the Air Quality monitoring cost above (SN 7).</p> <p>Costs as a result of damage from vibrations will be borne by contractor.</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
9.	Water Pollution	<ul style="list-style-type: none"> • Hazardous materials shall not be stored near surface waters sources • Used lubricants and oils shall be collected and recycled or disposed off site. • Plastic sheeting shall be placed under hazardous material storage area to collect and retain leaks and spills. • Contaminated runoff from storage areas shall be captured in ditches or ponds with an oil trap at the outlet. • Contaminated and worn plastic sheeting shall be packed into drums and disposed off site. • Water Quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO standards. 	Contractor/DSC	Cost of water pollution monitoring comes within the Air Quality monitoring cost included in above SN 7 of this table.
10.	Labor Camp Location and Management	<ul style="list-style-type: none"> • Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. • The proposed camp site is an open ground 20m far from chainage 4+100, having an area of around 6ropani, near Kalimati (Dhikichaur ko dhand chaur, Easting 752435m E, Northing 3131081m N) at Ward no 7. • Provide adequate health care facilities within construction sites and provide first aid facility round the clock • Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. • Camp shall not be in the vicinity of landslide and flood plains. • Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. 	Contractor	Included in Contractor's Cost, It is the responsibility of Contractor.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Ensure no wood is burnt by any worker on or off site. Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene. • After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover. 		
11.	Solid waste generation/ Waste from labor camp	<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. The tentative estimated solid waste generated by the camps is 75kg (for 50people) per day (as assume that a person generates 1.5kg waste a day). • Awareness raising event will be carried • Coordination with municipality for final disposal into the municipality's waste collection & disposal system • Every week, it will be monitored for the management of waste from the camp site. • Further detailed plan will also be provided in C-ESMP with in 45days of contract agreement. It has been planned those 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. 	Contractor	NRs 150,000 for awareness program
12.	Road safety and community safety	<ul style="list-style-type: none"> • Cross-Roads: Development Stretch of up to 15 m of each cross-road will be developed under this project. • Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road 	Contractor and Monitoring by DSC	Included in DPR BOQ (BOQ item no: B-7, H-45, H- H-46, H-47, H-48, H-52 and H-53)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>Markings will be provided as per DPR following Traffic Sign and Marking manual, DoR.</p> <ul style="list-style-type: none"> Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required. Awareness activities (at least two event, minimum participants 30nos.) will be conducted to inform & aware locals regarding potentials risks and proposed safety measures related to the project activities. 		NRs 50,000
13.	Construction Safety	<ul style="list-style-type: none"> Reinforced Cement Concrete covered drain must be provided integration with footpath. Storm water collected should be disposed through the nearest culvert sections. The contractor will assign a safety officer and the PIU's safeguard specialist will monitor the implementation of the OHS measures. Adequate lighting and safety signal devices be installed for work safety. Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs and goggles should be provided for workers safety. At every work place, a readily available first aid unit including an adequate supply of dressing materials will be provided. Maintain health care system at construction camps including regular visits by trained medical staff for 	Contractor	<p>It is a responsibility of contractor.</p> <p>NRs 185,000</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>routine checkup of workers and avoidance of communicable disease.</p> <ul style="list-style-type: none"> • Temporary diversions will be provided wherever necessary, with proper drainage facilities. • Electrical Equipment will be checked and certified regularly. • Provide and install all road signs as per design. • Impart road safety education to all community, schools, clubs and drivers of construction vehicles. • Hazards will be identified, and workers will correctly wear PPE, will properly use safety equipment, and will follow work safety arrangements. Safety signs and information will be provided and the work space will be barricaded to prevent unauthorized entry. Workers and people at the construction site will be provided with proper training, and to help ensure that workers are trained on what to do in the event that an accident occurs on site. 		
14.	Traffic Management	<ul style="list-style-type: none"> • Emergency traffic management plan should be included in CESMP by the contractor and approved by the PIU/DSC. This is required to cope up with the restriction on the vehicular movement due to closure of road for reasons including construction. The plan may include informing about the scheduled road closure and the 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 	Contractor with coordination of PIU/DSC	Included in DPR BOQ (BOQ item no: B-7)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		proper security arrangements, or lane wise traffic management		
15.	Demobilization of contractor	<ul style="list-style-type: none"> • construction sites are cleaned from residual waste and fully reinstated; • Enabling environment is provided for natural regeneration of work base and construction sites to natural condition. 	Contractor and monitored by PIU/DSC	Contractor cost.
Physical-Operation				
1.	Road Stability and Drainage Management	<ul style="list-style-type: none"> • Road side tree plantation, construction of gabion wall and drainage system to mitigate possible erosion in the settlements along the project alignment, Ensure proper compaction as per design. • Proper drainage should be maintained and monitoring should be done for clogging. 	Contractor/Municipality	Municipality Regular program during Operation.
2.	Air and Noise pollution	<ul style="list-style-type: none"> • There should be a consensus between municipality, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles. • Maintain signs and speed restrictions on the road section within settlements area to reduce vehicle speed, dust generation, and where horns will not be blown and traffic speed will be regulated • Strict enforcement of vehicle emission standards. • Maintain road side tree plantation • Air pollutant parameters (TSPM, PM10, SOx, NOx, COx, Pb). Conforming NAAQS of Nepal. • Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. • Noise levels (1 hr Leq dB(A). Conforming WHO standards 	Transportation entrepreneur, local people	Municipality Regular program during Operation

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
3.	Water pollution	<ul style="list-style-type: none"> The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided. 	Drivers, Ward, local people	Municipality will monitor
4.	Climate change and Disaster Risk	<ul style="list-style-type: none"> Trees must be planted along the alignment so as to enhance the greenery and beauty of the city and to reduce landslide, erosion, draught, flood etc. 	Contractor along with municipality	
Biological-Construction				
1.	Site clearing and removal Vegetation (shrubs and bushes)	<ul style="list-style-type: none"> Appropriate tree species will be selected for road side plantation There is no any vegetation(tree) loss by this sub project however bio engineering will be done as per site condition. Preparation and planting of live pegs selected species (e.g. assuro, namdi phul, simali) of minimum length to 0.5 m depth into soft debris. Pegs spaced at 5- centers within rows, and interwoven with vegetation 	Contractor and monitored by PIU/DSC	Contractor cost. (BOQ item no-G, Bio engineering, NRs 16,42,572.00)
2.	Slopes stabilizations/ Landslide	<ul style="list-style-type: none"> bio-engineering has been proposed as mitigation for the stabilization of slopes along the road. Civil structures like masonry wall, gabion walls are constructed during construction 	Contractor	Included in BOQ (BOQ item no G)
Biological-Operation Stage				
3.	Impact on Vegetation	<ul style="list-style-type: none"> Encouraging local people for protection of roadside plantation carried out during construction. 	Municipality	No additional cost
Social- Construction Stage				
1.	Land use change	<ul style="list-style-type: none"> Land will be required for the establishment of labor camps, storage of construction materials, workshops etc as rented basis which is the temporary in nature. 	Contractor.	Contractor cost.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> All the temporarily rented land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC 		
2.	Temporary disturbance in house owner's mobility and shop consumer.	<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. 	Contractor	Included in BOQ (BOQ item no B-7)
3.	Pedestrian Safety: General people, children and elderly people.	<ul style="list-style-type: none"> Diversions should be safe for children, the elderly, and other general pedestrians. School areas (chainage 0+000, 3+100 and 4+720) should be emphasized and adjacent transitions should be ensured. Appropriate signs and signage are used during project execution and construction to raise awareness of potential safety hazards of construction 26nos. of zebra crossings are provided throughout the alignment in certain interval and major crossings. 	Contractor	Included in BOQ (BOQ item no-H)
4.	Health and Sanitation	<ul style="list-style-type: none"> Proper awareness of using latrines, construction of latrine for worker, A chlorine solution will be provided to workers to purify drinking water. Regular health checkups, records of illness of the workers, monitoring of drinking water. 	Contractor	NRs 50,000
5.	Child labor and forced labor	<ul style="list-style-type: none"> No child (below 16 years) and forced labor will be employed in project. Age verification document of workers will be documented and contractor will maintain the record of labor employed. 	Contractor and Monitoring by DSC every month.	No additional cost

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
6.	Occupational Health and Safety	<ul style="list-style-type: none"> • PPE including mask, gloves and First aid kit will be provided to the worker and also kept in Camp. • Worker will be given clear instruction to follow safety rules. • Orientation on use of PPE during construction will be provided to workers and in regular basis, Induction and refresher training to the workers will be provided. • Safe Drinking water will be provided to the camp for worker use. • Provision of insurance to cover physical damage to workers. • Drivers with authorized license holders will only be allowed for the operation of construction vehicles, machines and equipment. • 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	Included in BOQ (BOQ item no B-8 Lumpsum item)
7.	Traffic and Transport Management	<ul style="list-style-type: none"> • Mobilization of equipment of materials will occur at night (between 6 PM - 9 AM) • Traffic Safety such as street lights, traffic control devices and other features shall be covered through "Traffic Signs Manuals Vol-I and Vol II" and "Road safety manual" published by the DOR. • Provision of alternative routes to ease the congestion and built up of traffic • Increase public awareness of safety, health and environmental issues by providing information directly 	Contractor will submit the Traffic and Transportation Plan and approved by the PIU for effective monitoring	(BOQ Item no B-7 and H)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		and indirectly through campaign and display appropriate signage for use during construction and awareness creation on the potential hazards of the project.		
8.	Community Health, Safety and Security	<ul style="list-style-type: none"> • Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project. <ul style="list-style-type: none"> • 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. 	Contractor/ Public awareness campaign by the municipality	Included in the BoQ (BOQ Item no H)
9.	GRM, SEA/SH risks and Stakeholder Consultations	<ul style="list-style-type: none"> • Awareness program will be developed and implemented • 8 awareness/ orientation/ trainings (awareness on domestic violence (2nos.), Sexual violence/rape/Attempt to rape (2nos.), Child abuse (1nos.), CoC (3nos.)) with at least 30 participants in each activity and will conduct during first quarter of 1st year and 3rd quarter of first year) • Employ a grievance redress mechanism incorporating a negotiation and/or mediation team or party • Clear and timely dissemination of project information, and safeguards aspects including anti-harassment cell; Coordination with the local stakeholders • Awareness raising, information and dissemination about GRM and GBV (meetings, monitoring and logistic costs@ 1 meeting every month) • Production of leaflets, and information dissemination through local media of ESMP, project provisions including GRM and SEA/SH and ESMP document in ward offices. 	PIU/DSC	NRs 750,000 (Further detail presented in Table 4-3)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> GRM will include mechanism for referring SEA/SH-related grievances. 		
10.	SEA/SH risks	<ul style="list-style-type: none"> Providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site. GRM will include mechanism for referring SEA/SH-related grievances. Formulating and adopting Code of conduct including sections on the safety of women and girls (CoC should be included in all contracts and training on CoC should be provided to all workers) CoC are understood through orientations and signed by workers. 	Contractor	Contractors' responsibility under contractors' cost
Social Operation Stage				
	Encroachment of ROW	<ul style="list-style-type: none"> The municipality will work with wards to discourage encroachment into the RoW. 	Municipality	Cost will be borne by municipality
	Traffic accidents and associated risks	<ul style="list-style-type: none"> Raise awareness of traffic rules, pedestrian / cycle lanes and installation of speed bumps to control speed near pedestrian crossing areas Traffic management plan will be developed, especially along congested locations. Traffic control measures, including speed limits will be enforced strictly. Further encroachment and squatting within the ROW will be prevented. 	Municipality	Cost will be borne by municipality
	Limited access for elderly and differently-able people	<ul style="list-style-type: none"> Provide training on the use of facilities; maintain signboards, lights, instructions in strategic locations. 	Municipality	Cost will be borne by municipality

*The DSC team will responsible for monitoring the above-mentioned construction phase works

4.6 Summary of costs of ESMP Activities

The summary of costs for the ESMP activities is outlined in **Table 4-3** below.

Table 4-3: Summary of Cost of ESMP Implementation

SN	Items & Headings	Unit	Qty	Rate	Total, NPR	Remarks
	Provisional Sum amount					
1	Water quality test	Samples	4		500,000	
2	Air quality and Noise level monitoring/Sampling	Samples	2			
3	Awareness/trainings on GBV, SEA/SH and will conduct during first quarter of 1st year and 3rd quarter of first year) with at least 30 participants in each event	Events	8	50000	400,000	
i	Awareness on domestic violence (Physical, Mental and Economic abuse)	Events	2			
ii	Sexual violence/rape/Attempt to rape	Events	2			
iii	Orientation on Child Abuse	Events	1			
iv	Awareness/Training on CoC	Events	3			
4	Solid waste management				150,000	
5	Awareness on Health and sanitation of workers and provision of chlorine solution	Events	1		50,000	
6	Awareness on Road safety and community safety	Events	2	25000	50,000	
7	Construction safety				185,000	
8	Social safeguards (grievance meetings, site monitoring, etc)	Meetings/Events	18	12500	225,000	
9	Information dissemination materials and medium					
	(a) Leaflets and ESMP document printing				50,000	
	(b) PSA (local media)		3	25,000	75,000	
	Total				1,685,000	

Action Plan for Social Measure including GBV, SEA/SH

Table 4-4: Implementation schedule for Social Measure, GBV, SEA/SH

SN	Activities	Nos. of event	2024												2025						Targeted People	Responsibility					
			11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4			5	6			
1	Awareness/ Orientation/ Training on SEA/SH, GBV																										PIU/DSC
i	Awareness on domestic violence (Physical, Mental and Economic abuse)	2																								Local peoples	PIU/ DSC
ii	Sexual violence/rape/Attempt to rape	2																								Women/girls of project area including school girls and workers	PIU/ DSC
ii	Orientation on Child Abuse	1																								Girls in Schools and local people	PIU/ DSC
2	Awareness on Health and sanitation for workers	1																								Project workers	Contractor/ DSC
3	Awareness on Road safety and community safety	2																								Local people	Contractor/ DSC
4	Orientation on Code of conduct for Project staffs and contractors/ Sub contractors to manage GBV/SEA/SH risks	3																								Project staffs, staffs of contractors and sub-contractors including labor.	Contractor/ DSC/PIU
5	Regular monitoring and reporting																										DSC/PIU

Table 4-5: Implementation schedule for Environmental measures

SN	Impact	Mitigation Measures	2024												2025					
			1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
1	Air Pollution (Dust)	Water Spray			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
2	Other air pollution parameters	Instrumental analysis			█			█				█				█				█
3	Water pollution	Lab analysis					█				█				█				█	
4	Noise pollution	Instrumental analysis				█		█		█		█		█		█		█		█
5	Spoil disposal	Proper Supervision			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
6	Borrow pits	Excavation as specified, Reclamation and rehabilitation			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
7	Road Traffic safety	Installation of safety sign boards, campaigning			█		█			█			█			█			█	
8	Campsite monitoring	Supervision			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
9	Occupational Health & Safety	Safety awareness programme, PPE				█			█			█			█			█		
10	Solid Waste Management	Disposal practice, 3R principal awareness for worker			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█
11	Loss of vegetation; greenery promotion	Road side plantation					█	█	█											
12	Quarry sites	Excavation as specified, Reclamation and rehabilitation			█	█	█	█	█	█	█	█	█	█	█	█	█	█	█	█

4.7 Environmental & Social Monitoring

Environmental and social monitoring is an essential tool to make ensure the implementation of mitigation measures and to know the effectiveness of those measures. ESMP monitoring is necessary for the following purposes;

- to track the impacts,
- to evaluate the effectiveness of proposed mitigation measures, and
- to suggest improvements, if any new circumstances arise.

The following table summarizes the plan for environmental and social monitoring for the proposed project;

Table 4-6: Environment and Social monitoring Plan

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
A	Construction Phase					
1.	Air quality monitoring	Settlement areas near road alignment	At least TSP; PM ₁₀ /PM _{2.5}	Air Sampler / Detector	Quarterly	DSC
2.	Noise Levels	Settlement areas near road alignment	Average noise levels (L _{eq})	Noise Meter / Android Application	Every Month	DSC
3.	Water Quality	Near disposal site and Campsite	Parameters as per ESMF of the project	Laboratory Analysis	Quarterly	DSC
4.	Spoil Disposal	Along road alignment	Spoil tip sites; road sections where spoils are generated	Site verification	Every month	DSC, PIU
5.	Road Traffic safety	Along road alignment	Status of road for use; road accidents records, Management of diversion, traffic signboards, flow of existing traffic, accessibility to the locals, grievances etc.	Use of Logs; Records of complaints	Every Month	DSC, PIU
6.	Camp site monitoring	Campsite	Space for workers; Potable water; Sanitation facilities; waste management, First Aid, rehabilitation after closure of the camp sites etc.	Site verification; records of provisions of WASH materials;	Every Month	DSC, PIU
7.	Occupational Health & Safety	Active construction sites; camp site	Provision/Use of PPEs; First Aid/treatment; Awareness/orientations conducted for workers	Site verification; records of supply of PPEs; records of events	Every Month	DSC, PIU
8.	Solid Waste Management	Camp site and along the alignment and other construction areas	Types of waste generation, quantity, disposal practice	Observation	Every Month	DSC, PIU
9.	Loss of vegetation; greenery promotion	Active construction sites; road sections passing through vegetated area	Site clearance at vegetated areas; plantation works, maintenance etc. as per EMP.	Site verification; records of trees cut; records of newly planted trees	Every Month	DSC, PIU/PCO

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
10.	Impact upon physical structures due to vibration of heavy machinery	Along the alignment	Public and private structures affected/cracks shown, loss of business, rehabilitation and relocation, etc.	Site verification, observation, documents in place.	Every Month	DSC, PIU
11.	Quarry sites	All the quarry sites	Land slide, water logging, impact upon public, impact upon water bodies, dust, impact upon physical structures, complain and grievances, rehabilitation of the sites etc.	Observation	Every Month	DSC, PIU
12.	Borrow pits	All the borrow pits excavated for the project	Land slide, water logging, dust, and impact upon private land, impact upon physical structures, complain and grievances, rehabilitation of the sites etc.	Observation	Every Month	DSC, PIU
13.	GBV and SEA/SH	Work sites; settlement areas near camp site	Laborers' records; Cases of GBV in relation to project works; any unrecorded cases	Community consultation; GRM records	Every Month	DSC, PIU
14.	Other facility sites established by the contractor	Project area		Observation	Every Month	DSC, PIU
B	Operation & Maintenance Phase					
1	Road stability	Road alignment	Status of slopes along road alignment; status of road components	Site verification; ward records; traffic police office records	Every 3 months - 1 st year; Bi-annually after that	DSC, PIU
2	Water pollution	Surface flows (natural drainages & irrigation canals)	Parameters as per standards (Annex 4)	Laboratory Analysis	Every 6 Months	PIU
3	Vegetation/tree survival rate	Plantation sites	Number of surviving trees; status of planted trees	Site verification; interaction with road-side communities	Every 6 Months	PIU

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
4	Road safety	Road alignment and adjacent settlements	Road accidents; status of road components	Site verification; interaction with road users	Every Month	PIU

Monitoring activities during O&M Phase will need to be scheduled based and site requirements. Contractor will be responsible for monitoring during DLP period. After the DLP period, Baglung municipality will be responsible for the Operation and Maintenance phase of sub project.

5. STAKEHOLDER ENGAGEMENT AND INFORMATION DISSEMINATION

5.1 Stakeholder Engagement

The local community, ward offices, water supply user committees, local businessmen, labourers and farmers were consulted during the preparation of the ESMP. The main objectives of these consultations were to inform public on design aspects of proposed road, aware them on environment and social safeguard provisions of NUGIP including GBV aspects and collect their issues/opinions/suggestions to be included in ESMP report with appropriate mitigation measures. Further, details on design aspects of the proposed road sub-project was shared in the consultation programs. The settlement/household along the road alignment is mixed with presence of IPs, Dalit households. Focused group discussions (FGDs), formal consultation meetings, and Key informant interview (KII) were used to engage as many locals as possible during the public consultation process to collect their issues/opinions/suggestions. Focused group discussions (FGDs) was the tool used for separate collection of issues/suggestions/opinions from IPs, Women and Dalits. List of people and institutions consulted and collected issues/opinions/suggestions are presented in **Annex VIII**.

Consultation summary/issues raised during consultations

Consultation with locals and stakeholders were carried out to gather information and interact local people to implementation process, procedure and community roles and responsibilities during and after construction as well as preparation phase. Also, the details of design aspects of the road, social & environmental safeguards, and GBV aspects were discussed during the public consultations. People in the project area have shown their commitment to supporting the project. There is no other objection except the completion of construction on time and maintaining specified quality. During the consultation, people raise their voice for

- Quality construction,
- Timeline of the road project start/end date, construction period.
- The people raised their voices about improvement of road in fast and efficient way, road width and elements of roads
- Dust problem, and disturbances due to noise during construction phase
- Water must be sprayed during the construction phase near settlements and school.
- Road safety must be taken seriously during construction phase, make zebra-cross near school and public places
- Construction works should be implemented without disrupting/disturbing existing water supply pipelines. In case of damage, these water supply pipelines should be reinstated to its original state.

List of people and institutions consulted, issues raised are presented in **Annex VIII** and Consultation participants details are presented in **Table 5-1, 5-2 and 5-3**.

Table 5-1 People Consulted during Field Study.

SN	Category	Ward No	Total people consulted		
			Male	Female	Total
1	Brahman	7	50	67	117
2	Chhetri		37	75	112
3	Bishwokarma		13	16	29
4	Pariyar		12	14	26

SN	Category	Ward No	Total people consulted		
			Male	Female	Total
5	Magar		11	7	18
Total			128	181	309
		%	41.42	58.58	100

Source: field study 2023

Table 5-2: Consultation participants details: KII

S N	Date	Consultation type	Name	Organization	Remarks
1	23-Sep-23	KII	Sushila Bhandari	Kavre tole,	Women
2	23-Sep-23	KII	Mina Sharma Gautam,	Bansa Dandakhet	Women
3	24-Sep-23	KII	Seshmi Pariyar	Pargati Tole	Women
4	26-Sep-23	KII	Laxmi Sharma	Halan Choak	Women
5	25-Sep-23	KII	Fulmaya Bishokarma	Dhikichaur Tole	Women
6	22 nd Sep, 2023	KII	Mr. Trilochan Sapkota	Secretary, Tole sudhar committee	
7	24 th Sep, 2023	KII	Mr. Purushottam Gautam	Local/Job holder, Bansa Dandakher tole	
8	24 th Sep, 2023	KII	Mr. Tek Bahadur KC	Farmer, Kavre Bhagawati Tole	
9	24 th Sep, 2023	KII	Mrs. Mina Sharma Gautam	Vice-Chairperson Women Group, Wasa Dandakhet tole	
10	25 th Sep, 2023	KII	Mr. Aasish Rijal	Manager/ CYC Cooperative, Mulpani	
11	25 th Sep, 2023	KII	Mrs, Reshmi Pariyar	Farmer, Pragati Tole	Dalit
12	25 th Sep, 2023	KII	Mr. Krishna Bdr Karki	Retired Army, Pragati Tole	
13	26 th Sep, 2023	KII	Mr, Laxmi Pd. Sharma	Ward Secretary, Local: Kalimati tole	
14	26 th Sep, 2023	KII	Mr. Achut Gautam	Haradmaster / Vishokatma Secondary School	
15	26 th Sep, 2023	KII	Mrs. Laxmi Sharma	Local (Teacher/ Titaure Secondary school)	
16	26 th Sep, 2023	KII	Mr. Jayaram Sharma	Driver/ Titaure (Halanchowk)	
17	26 th Sep, 2023	KII	Mr, Mahendra Prakash Sharma	HP In charge	
18	26 th Sep, 2023	KII	Mr. Tuk Bdr.Gaire	Chairperson Kalimati Tole development Committee	
19	26 th Sep, 2023	KII	Mr. Bikash Bishokarma	Shopkeeper / Kalimati	Dalit
20	27 th Sep, 2023	KII	Mr. Subash Kandel	Headmaster, Mulpani Secondary School	
21	27 th Sep, 2023	KII	Mr. Yam Pd. Gautam	Headmaster/ Jyotipunja Primary School	

S N	Date	Consultation type	Name	Organization	Remarks
22	27 th Sep, 2023	KII	Mr. Om Raj Sharma	Farmer/ Radha Krishna Tole	
23	27 th Sep, 2023	KII	Mr. Tejraj Sharma	Shivalaya tole, Retired Officer Law	
24	27 th Sep, 2023	KII	Mr. Tank Pd. Jaisi	Farmer, Dhikichaur Tole	
25	16 th Jan 2024	KII	Mr. Budhe Magar	Local	Ips
26	16 th Jan 2024	KII	Mrs Mina Magar	Local, Pragati Tole	Ips

Table 5-3: Consultation participants details: FGD and Meetings

SN	Date	Consultation type	Organization/participants	Remarks
1	25 th Sept, 2023	FGD	Pragati tole, Kavre DWSS, 4 participants with 3 females	Dalit
2	25 th Sept, 2023	FGD	Pragati Tole, 11 participants, 8 Dalit people	Majority Dalit
3	26 th Sept, 2023	FGD	Vishokarma Secondary School, 11 Participants with 6 female teachers	School
4	26 th Sept, 2023	FGD	Kalimati Tole Development Committee, 7 participants with 1 Dalit Participant.	
5	27 th Sept, 2023	FGD	Mulpani Secondary School, 11 participants with 7 females	School
6	27 th Sept, 2023	FGD	Radha Krishna Tole, 10 participants with 4 females.	
7	27 th Sept, 2023	FGD	Dhikichaur Tole, 9 participants with 6 Dalit women.	
8	24 th Sept, 2023	FGD	Kapre DWSS, 7 Participants with 2 female members.	
9	25 th Sept, 2023	FGD	Shrijanshil Women Group, 11 participants.	Women only
10	25 th Sept, 2023	FGD	Banchha Dandakhet Tole D.C., 11 participants with 5 Female	
11	16 Jan 2024	FGD	Locals, 8 Participants (5 Male 3 Female)	IPs
12	24-Sep-23	Meeting	Tole Chair, Kavre Bhagawoti tole, 16 participants with 2 Female	
13	26-Sep-23	Meeting	Kalimati Tole development Committee (15 participants with 3 Dalit)	
14	16 Jan 2024	Meeting	Locals, 15 Participants including 8 IPs (10 Male, 5 Female)	Locals with IPs

5.2 Information Dissemination

All details regarding the suggested activities and their anticipated outcomes would be made available to the impacted people and other stakeholders. The project will make all necessary disclosures during each step of the project cycle in cooperation with the relevant municipal authorities, NGOs, and other community groups. In order to mutually identify relevant protective or corrective measures, agencies working for environmental and social elements will also be notified about the ongoing and planned activities. The following strategies will be used to ensure that information is available to all parties involved 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.
- Publish ESIA/ESMP, information about grievance mechanism and other project related activities in the municipality's website.

An Information Centre will be established at the municipality office during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will disclose the information through its website. The information dissemination plan for proposed Road sub project is presented in **Table 5-4**.

Table 5-4: Information dissemination plan

Means of Communication	Timeline & Frequency	Responsibility	Resources
Municipality Website (Project details, ESMP, GRM)	At the start of the project, & maintained throughout	PIU/ Information Officer	Information Officer
Newspaper and local Radio (project salient features, dates, GRM etc.)	Project implementation phase Weekly basis	PIU, municipality Information Officer	Radio-program, 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	
Ward offices and Municipal social section/Library (Hard copy of ESMP)	Project period- 2 times	PIU/Municipality	Focal person

5.3 Public/Community Consultation Plan

During project implementation phase, all consultations on social and environmental issues will be conducted in a way that includes women and vulnerable social groups (such as low-income households,

members of certain castes, and people with disabilities, among others). Details of the Project Consultation Plan are presented in **Table 5-5**

Table 5-5: Stakeholder Consultation Plan

Objective and Target Goal	Method	Responsibility
I. Build Local Ownership		
Introduce Project DPR Report and its components	Group Meeting/Workshops	DSC/ Municipality
Maintain efforts for two-way communication with relevant stakeholders through the project	Face to face meeting with concerned stakeholders	DSC, Ward Level Representatives.
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	DSC, Municipality Ward Representatives
Consult with community representatives and ensure that their concerns with the proposed project are addressed	Face to face meeting with community representative Meeting will take place following protocol for meeting.	DSC, Municipality Ward Representatives
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.)	DSC, Municipality Ward Representatives.
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 Municipality Ward Representatives
Raise awareness of project activities among potential beneficiaries	Media advertisements and targeted campaign	DSC/ Municipality
Maintain consultation process with a potential affected communities and beneficiaries	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	Design and Supervision Consultant Municipality Ward Representatives
Monitoring and evaluation community involvement	Face to face meeting with affected communities' representative	Design and Supervision Consultant Municipality Ward Representatives
Reports outlining progress of activities related to engagement and communication	Collation of progress report, self-evaluation by PCO	PCO

Objective and Target Goal	Method	Responsibility
Agreement on operation and maintenance system	Electronic or face to face communication with relevant stakeholder Face to face meeting with local authority	Design and Supervision Consultant Municipality Ward Representatives
Implementation of ESMP	The contractor will prepare the various standalone plans to comply with ESMP requirements by including all the stand alone plans, the contractor will prepare Contractor's Environmental and Social Management Plan (C-ESMP) and submit it to PIU. This requirement will be included in the contract BOQ	The contractor's bid document must include the requirements outlined in the ESMP. Before work starts, the contractor will draft the stand-alone plans, present them to the PIU, and get permission. The standalone plan comprises, among other things, a management plan for the environment, health, and safety; a strategy for traffic; a plan for handling complaints; a plan for managing spoils; a plan for disaster readiness; a plan for managing camps; a plan for managing labor; and a plan for managing air, water, and noise.

5.4 Grievance Redress Mechanism (GRM)

As part of the implementation stage the PIU, the project municipality, project engineers and Environment and Social staffs will directly interact and consult with the people of project alignment. At first instance, the project-affected grievant should raise their grievance with the information office of the project, and the information office will determine whether it can be resolved within the project, at the ward level, or whether another mechanism should be used. More details regarding the GRM are discussed in the following sections.

5.4.1 Structure of the GRC

Two-level Grievance Redress Committee (GRC) has been formed for the sub-project. The composition of the proposed GRC is given below. The formation related municipal letter is attached in **Annex II**.

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

Chairperson of ward 7, Mr. Megh Nath Gaire	– Coordinator
Ward Dalit women member, ward-7, Mrs. Putali Kisan	--Member
Tole development committee chairperson, ward-7, Mr. Krishna Bdr. Khatri	--Member
Ward Staff, ward-7 Mrs. Laxmi Raj Sharma	– Member
DSC's Supervision Engineer/Social/Environmental Safeguard Specialist	–Member secretary

b. The second level GRC at the municipality level. It will comprise of the following team.

Mayor Mr. Basanta Kumar Shrestha	– Coordinator
Deputy mayor Mr. Raju Khadka	--Member
Chief Administrative Officer Mr. Haridatta Kandel	– Member
Focal Person of Municipality, NUGIP, Mr. Sobin Gharti	-- Member

Municipality's Grievance Officer Mr. Bhimsen Panta	– Member
Municipality's Social Development Officer Mr. Dhana Prasad Pokhrel	– Member
Team leader-DSC Mrs. Ritu Basnet	– Member-secretary

- c. The third level GRC will be established in PCO level.

5.4.2 Processes of the GRM

Grievances shall be submitted through various mediums, including in person, in written form to a noted address, through a toll-free phone line or through direct calls to concerned officials, and emails. The PCO will appoint a person (Operator) at PCO- Kathmandu to receive such calls and online messages. The person (Operator) based on nature of complaint, will forward the same to the information office or ward committee.

A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 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 PCO level. The PCO within 7 days of time should instruct the concerned person at Baglung Municipal level to arrange for a hearing within maximum 5 days of time. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated timeframe. In case 1st and 2nd level GRCs are unable to resolve the concern up to the satisfaction of complainant, these GRCs' or Complainant may approach to 3rd level of GRC at PCO Level. After conducting hearing at any level of GRC, the decision will be communicated to complainant within maximum 30 Days of time.

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

The project GRM will include a process for addressing any SEA/SH-related grievances, SEA/SH cases and to provide training/orientation on SEA/SH cases.

5.4.3 Further details of the GRM

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

- 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

5.4.4 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.

6. LIST OF REFERENCES

- Environment Protection Act, Government of Nepal, 2019
- Environment Protection Regulations, 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 Mulpani School Hararchaur Kalimati Titaura Road, Baglung Municipality Road, August 2023
- 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>
- Municipality Profile of Baglung Municipality 2019
- <https://baglungmun.gov.np/>

7. LIST OF ANNEXES

Annex I: Environmental and Social Screening Checklists

Annex II: Minutes, Public Notice and Letters

Annex III: Proposed Typical Cross Sections

Annex IV: GoN Permissible Environmental limits/standards

Annex V: Air, Noise and Water Quality Test Report

Annex VI: List of Zebra crossings

Annex VII: Code of Conduct (CoC) on GBV

Annex VIII: Consultation Details

Annex IX: Photographs

Annex I: Environmental and Social Screening Checklists

Table 7-1 Environment Screening Checklist *Mulpani Road*

SN	Particulars	Yes	No	Can't Say	Remarks
1	Is the site vulnerable to major or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	Yes			Road lies on hilly surface so there is chance of landslide in few sections which brings short impact during construction. In chainage 5+750 to 5+780, there is presence of existing landslide, by observation it is not active.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas?				
	<input type="checkbox"/> Cultural heritage site (historical, religious, traditional, or cultural significance)		No		
	<input type="checkbox"/> Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.)		No		
	<input type="checkbox"/> Wetland/Ramsar Site/Simsar		No		
	<input type="checkbox"/> Forest		No		There is no community forest
	<input type="checkbox"/> Special area for protecting biodiversity/interest		No		
	<input type="checkbox"/> Breeding/nesting ground of wildlife/occurrence of migratory species		No		
	<input type="checkbox"/> Migration route/Wildlife corridor		No		
<input type="checkbox"/> Any site of national or international importance		No			
3	Likely impact on trees (including Timber & fruit bearing) and vegetation cover		No		
4	Possibility of degradation of land and ecosystems of surrounding?			Partial	Assessing the potential impacts from the earthquake to the road structure will be difficult, however any unstable slope or high structure will be considered
5	Is the project area densely populated?		No		Scattered settlements

SN	Particulars	Yes	No	Can't Say	Remarks
6	Heavy with development activities/big industries nearby & type?		No		It is Rural hilly settlements with less opportunity of industry
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		There are no major rivers. Small rivulets of steep slope are found but are in stable condition. Muck and disposal of back cutting earth shall be managed in planned way.
8	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction		No		Onsite sanitation of camp is necessary but there is no chance of chemical contamination of river networks.
9	Does the sub project require significant extraction of surface or ground water?		No		Construction water will be tapped from natural springs.
10	Increased risk of water pollution from oil, grease, fuel spills and other materials			Partial	Only brings short term impact during construction
11	Impact on water quality due to release of sewage/sludge?		No		Due to scattered settlements side drains will cater only for storm water
12	Possibility of flooding due to sewage		No		
13	Possibility of increased air pollution during preconstruction/ construction/ operation phase?	Yes			Dust and noise by movement of construction vehicle may bring short term impact during construction
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			Partial	Only brings short term impact during construction
16	Noise and vibration due to blasting and/or other civil works?		No		There is no Rock blasting
17	Possibility of poor sanitation and solid waste disposal		No		

SN	Particulars	Yes	No	Can't Say	Remarks
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			Partial	Only brings short term impact during construction. Safety precaution is necessary
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		This is very small scale of construction which will be managed in onsite sanitation plan
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?			Partial	Explosive are not required however careful handling of fuel and its storage necessary.
22	interference with other utilities and blocking of access to resource/utility			Partial	Only brings short term impact during construction
23	Generation of solid waste and/or hazardous waste during construction/operation of project?			Partial	Only brings short term impact during construction

Table 7-2: Social Screening Checklist

SN	Particulars	Details/Remarks
1	Proposed Site Location	
a	Land requirement for the project	It is an up-gradation of an existing road. Land within the construction width is already in use by the public.
b	Landownership of the project area: Govt./Private lands	Land within the proposed road width is already in use by the public. As per discussion with locals and municipality, there is no any outstanding issues related to grievance, compensation etc
c	Is the project requiring acquisition of Govt. land/structures? If yes please mention the area of land, number of affected structures, Households	No

SN	Particulars	Details/Remarks
	d Present use of Govt. Land that will be used for the project activities with Persons/Households using	No
	e Is the project requiring acquisition of private land/structures? If yes please mention the area of land, number of affected structures, Households	No
	f Present use of Govt. Land that will be used for the project activities with Persons/Households using Agricultural purposes Residential purposes Commercial purposes Other purposes (Indicate)	No
	g Is the project requiring relocation of encroachers/squatters If yes please elaborate number and nature	No
	h Is the project require relocation of community facilities/Govt. establishment or any object that are of religious, cultural and historical significance	Yes (Electricity pole)
	i Proposed project located in an area where residents are- · All Mainstream · All Indigenous peoples · Majority Mainstream or Non-indigenous peoples · Majority Indigenous peoples	Majority Mainstream (Total 118Household along the alignment having Brahamin 38, Kshetri 30, Newar 4, Sarki 10, Biswokarma 9, Pariyar 6, Magar 14 and others 7 households)
2	Potential Social Impacts- Will the Project cause	
	a Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No
	b Impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?	Yes, Poor, women, children, IPs and vulnerable groups may be impacted. Separate consultation with women and Ips/Dalit has been done.

SN	Particulars	Details/Remarks
	c Will community facilities require relocation?	Yes (Electricity pole)
	d Will the sub-project disturb any traditional activity on adjoining or nearby?	No
	e poor sanitation and solid waste disposal in construction camps and work sites	Influx of people is anticipated during the time of construction. Pressure upon existing natural resources such as water, existing food availability, solid waste system is likely to be affected with the increase in the number of outside workers
	f Possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	There will be influx of workers during construction period. So, May chances to transmission of communicable diseases
	g Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	Pressure upon existing natural resources such as water, existing food availability, existing educational facilities are likely to be affected with the increase in the number of outside workers
	h Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	The project population major livelihood depends on commercial activities, agricultural production and livestock. Along the project area during the project construction works, other activities except commercial activities will be not affected due to excavation and construction activities. While, in the implementation phase the commercial activities will be enhanced and further increased in terms of numbers
	i Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the ROW of indigenous people, hence there is no adverse impact on indigenous group
	j Describe alternatives, if any, to avoid or minimize displacement from private and public lands	No displacement of private and public land is required
	k RAP/ARAP Requirement	NA

Annex II: Minutes, Public Notice and Letters
ROW Declaration Letter



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



मण्डकी प्रदेश, नेपाल

प.सं. :- ०६०/०६१ (योजना)
 च.नं. :- ५५

मिति :- २०६०/०४/०६

विषय :- सडकको Right of Way कायम भएको जानकारी सम्बन्धमा ।

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
 बबरमहन, काठमाण्डौ ।

प्रस्तुत विषयका सम्बन्धमा विषय बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय पूर्वाधार
 आयोजना काठमाण्डौ मार्फत यस नगरपालिका क्षेत्रभित्र सडक स्तरोन्नती गर्ने गरी निम्नानुसारका सडक छनौट
 गरी पठाईएकोमा सो सडकहरूको Right of Way निम्नानुसार भएको व्यहोरा जानकारीको लागि अनुरोध छ ।

तपसिल :

सि.नं.	सडकको नाम	चडा नं.	सडकको क्षेत्राधिकार	सम्बाई	वैकिक्यत
१.	मुलपानी स्कूल- हराचौर-कालीमाटी- तिताुरासम्मको सडक	७	१४.०० मिटर	६.५०० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतिको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।
२.	माकोबस्ती हुँदै निरहेपाटसम्मको सडक	१	६.०० मिटर	१.६०० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतिको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।
३.	बढारचौर-डाँडनी- पोसेसम्मको सडक	८	६.०० मिटर	२.००० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतिको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।

Signature

Signature
 (धन प्रसाद पोखरेल)
 अधिकृत स्तर दशौ

गरी संरचना त्रिकोण गर्ने अनुमति दिने निर्देश गर्दछौ ।

गणेश्वर सडकको

क्र.सं.	विवरण	दि.सं.	कुल पार्क (ROW)	दि.सं. (दि.सं.)
१.	भगवती रोड डेढी सडकमाथि बुली (लम्बो) सडक माथि	१	५ मिटर	३ मिटर
२.	जोग (गणेश्वर) (गणेश्वर) बुली (लम्बो) सडकमाथि	१	१ मिटर	३ मिटर
३.	गणेश्वर (गणेश्वर) सडकमाथि बुली (लम्बो) सडकमाथि	२.३	१ मिटर	५ मिटर
४.	गणेश्वर (गणेश्वर) सडकमाथि बुली (लम्बो) सडकमाथि	३.६	१ मिटर	६ मिटर
५.	गणेश्वर (गणेश्वर) सडकमाथि बुली (लम्बो) सडकमाथि	५	१ मिटर	५ मिटर
६.	गणेश्वर (गणेश्वर) सडकमाथि बुली (लम्बो) सडकमाथि	६	१ मिटर	६ मिटर
७.	गणेश्वर (गणेश्वर) सडकमाथि बुली (लम्बो) सडकमाथि	११	५ मिटर	५ मिटर



[Signature]
प्रमुख प्रशासकीय अधिकृत

Note: Mulpani road ROW details are shown in blue lines



बागलुङ नगरपालिका

..... ७ समितिको कार्यालय



पत्र संख्या:- ०६१०६३
चलानी नं.:- २१०

मिति:- २०७२/३/१५

विषय : सडक मापडण्ड सम्बन्धमा

श्री : बागलुङ नगरपालिका कार्यालय
बागलुङ

श्री नवरा
सर्वोच्च / सर्वोच्चिय
वेदमा पैदा गर्नु हो

मि.म
२०७२/३/१५

प्रस्तुत विषयमा यस वा.ने.पा. वडा नं ७ स्थित छिप्रे
देखी ठिकिचौर कालिमाटी सम्मको सडक र कालिमाटी
देखी लिगेरे पस्ती हुदै भिमपोरपरा सम्मको सडक को
सडक मापडण्ड सम्बन्धमा गा.हा कार्यालयबाट १५.०० को
Row कायम गरेको भनि यस वडा कार्यालयमा पत्र प्राप्त
भएपछि सो सम्बन्धी सुचना यस वडाको सुचना पाटी
मा होस प्रचार गर्दा उल्लेखित सडकका मापडण्डका
विषयमा कुनै प्रतिक्रिया नआएकाले सोही वयहोरा
जानाकारीका लागि अनुरोध गर्दछु ।

बागलुङ नगरपालिका, बागलुङ
दर्ता नं.:- ३६२६
मिति:- ०५/३/१९६

हरि
हरि वहादुर क्षेत्री
हरि वहादुर क्षेत्री

Formation of GRM (1st Level)



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/
५२०२३१/५२०३०९
फ्याक्स नं.: ०६८-५२०१३१
इमेल : baglungmun@gmail.com

गण्डुकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

मिति : २०८०/०७/२१

च.नं. ०१५३

विषय :- प्रथम चरणको गुनासो सुनुवाई गठन गरिएको बारे ।


श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कुल-हराचौर-कालीमाटी तितौरे ८.४८० कि.मी. लम्वाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमा नै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान गर्नको लागि निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासो सुनुवाई समिति (GRC) पुनः गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल :

१. सयोजक :- श्री मेघनाथ गैरे, वडाध्यक्ष, वडा नं. ७
२. सदस्य :- श्री पुतली किसान, महिला दलित वडा सदस्य, वडा नं. ७
३. सदस्य :- श्री कृष्ण बहादुर खत्री, टोल विकास समिति, अध्यक्ष, वडा नं. ७
४. सदस्य :- श्री लक्ष्मीराज शर्मा, आयोजना सम्बन्धित कर्मचारी, वडा नं. ७, वडा सचिव
५. सदस्य सचिव :- सामाजिक सुरक्षण/वातावरण विशेषज्ञ/सुपरभिजन इन्जिनियर


.....
(बसन्त कुमार श्रेष्ठ)
नगर प्रमुख

Formation of GRM (2nd Level)



बागलुङ नगरपालिका



०६८-५२०१३१/

५२०२३१/५२०३०९

फ्याक्स नं.: ०६८-५२०१३१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

च.नं. : १६९९

मिति : २०८०/०९/१२

विषय :- ^{व्यक्ति}द्वितीय तहको (नगरपालिका स्तरको) गुनासो सुनुवाई गठन गरिएको बारे ।

श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) माफत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कूल-हरांचौर-कालीमाटी तिरै ८.४८० कि.मी. लम्बाई भएको सडक, वडा नं. १ मा पर्ने माभीवस्ती-निरहेघाट १.६०० कि.मी. लम्बाई भएको सडक र वडा नं. ४ मा पर्ने वडारचौर-ढोडेनी-फोसे २.१५० कि.मी. लम्बाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमानै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान नभएका गुनासाहरुको समाधान गर्नको लागि नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा नगरपालिका स्तरीय निम्न उल्लेखित व्यक्तिहरु रहने गरी दोश्रो तहको गुनासो सुनुवाई समिति (GRC) गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल :

- | | |
|---|------------|
| १. नगरपालिका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ | संयोजक |
| २. नगरपालिका नगर उप-प्रमुख श्री राजु खड्का | सदस्य |
| ३. प्रमुख प्रशासकीय अधिकृत श्री हरिदत्त कडेल | सदस्य |
| ४. आयोजना सम्पर्क व्यक्ति (NUGIP Focal Person) श्री सोविन घति | सदस्य |
| ५. नगरपालिकाको गुनासो सुन्ने अधिकारी श्री भिमसेन पन्त | सदस्य |
| ६. सामाजिक विकास शाखा प्रमुख श्री धन प्रसाद पोख्रेल | सदस्य |
| ७. (DSC) परामर्शदाता Team Leader श्री रितु वस्नेत | सदस्य सचिव |

(वसन्त कुमार श्रेष्ठ)

Letter regarding Anti-Harassment Cell



बागलुङ नगरपालिका नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ८७

मिति :- २०८०/०४/०७

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौ ।

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

नेपाल शहरी शासकीय तथा पूर्वाधार आयोजनाबाट मिति २०८०/०३/१० को चलानी - ३५१ को पत्रानुसार उप-आयोजनासंग सम्बन्धित लैङ्गिक हिंसा तथा यौन दुर्व्यहारहरु सम्बन्धी गुनासोहरुलाई अभिलेखिकरण तथा सहजीकरण गर्नका लागि यस नगरपालिकाको लैङ्गिक हिंसा हेर्ने व्यक्ति श्री भिमसेन पन्तलाई Anti-Harassment Cell को समेत गुनासो हेर्ने जिम्मेवारी तोकिएको व्यहोरा अनुरोध छ ।

31/7


(धन प्रसाद मिश्र)
अधिकृत स्तर दशौ

“बालमैत्री स्थानीय शासनका ५१ वटा सुचक पुरा गर्न आ-आफ्नो स्थानबाट सहयोग गरी”
०६८-५२०१३१/५२०२३१/५२०३०६ इमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-५२०१३१

Public Notice for ESMP Preparation

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बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

सूचना प्रकाशित मिति : २०८०/०६/०४

सूचना

सूचना

सूचना

विश्व बैंकको आर्थिक सहयोगमा शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कुल-हराचौर-कालीमाटी तितौरे ८.४८० कि.मी. लम्वाई भएको सडक खण्डको स्तरोन्नती गर्ने भएको छ । यसै सिलसिलामा उक्त सडक खण्डको विस्तृत परियोजना प्रतिवेदन तयारीका चरण गरिने बातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMP) तयारीका लागि परामर्शदाताका DSC Team, नगरपालिका र आयोजनाबाट प्रभावित हुने बासिन्दा/जग्गाधनीहरुका बीच निम्न उल्लेखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तर्क्रिया कार्यक्रममा उपस्थित हुनका लागि सबै सरोकारवालाहरुलाई सुचित गरिन्छ ।

अन्तर्क्रिया हुने मिति र स्थान :

मिति : २०८०/०६/०८

समय : विहान १०.०० बजे

स्थान : कालीमाटी, ७ नं. वडा कार्यालय

(धन प्रसाद पोखेल)
अधिकृत/स्तर दर्शौ

Public Notice for GRC



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/

५२०२३१/५२०३०९

फ्याक्स नं.: ०६८-५२०१३१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

मिति : २०८०/०७/२०

सूचना

सूचना

सूचना

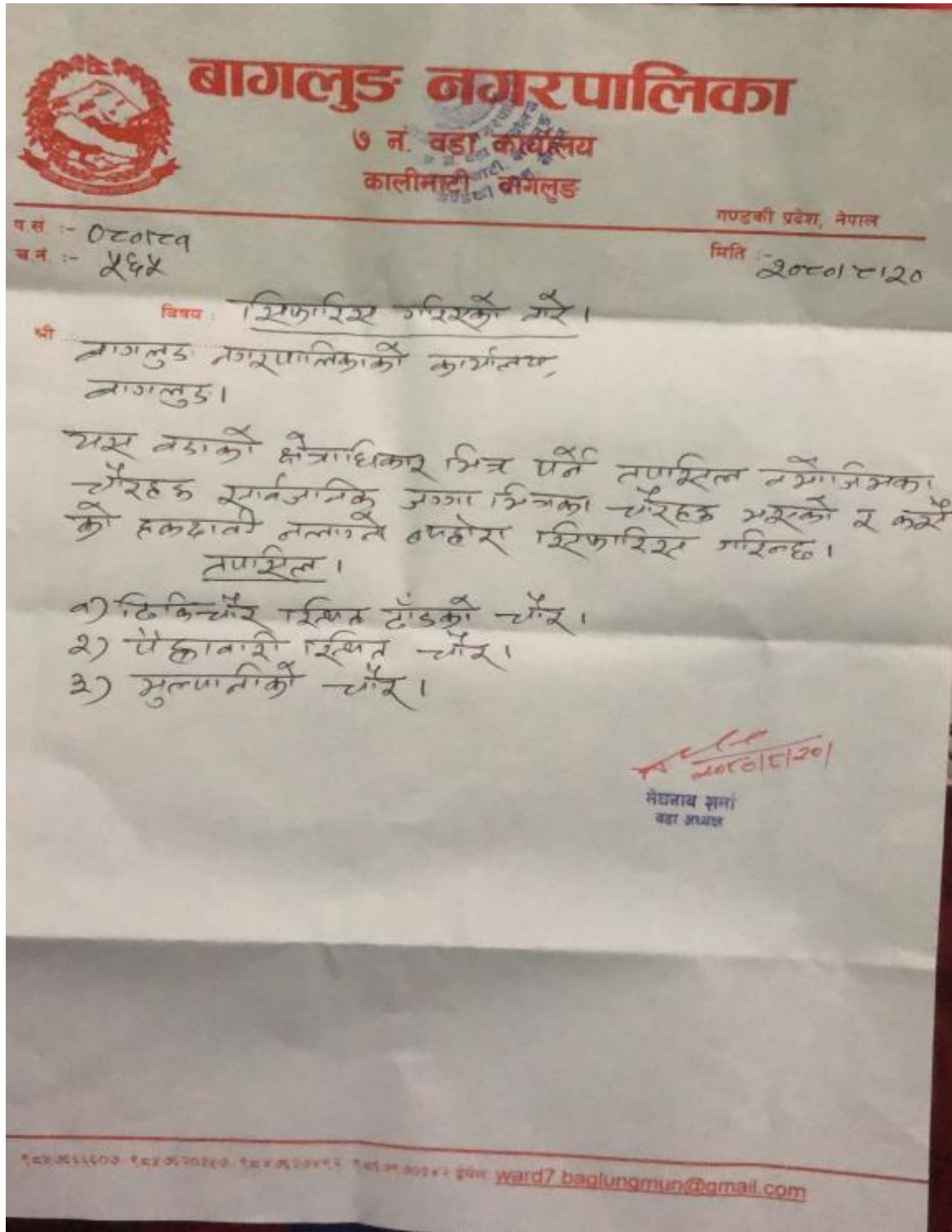
मिति २०८०/०७/२० गतेका दिन यस बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कुल-हरांचौर-कालीमाटी तितौरे ८.४८० कि.मी. लम्बाई भएको सडक खण्डको निर्माण अर्वाधमा आउने गुनासाहरुको अध्ययन गरी स्थानीय स्तरमा नै समाधान गर्न आयोजना स्तरमा वडा नं. ७ का वडाध्यक्ष श्री मेघनाथ गैरे ज्युको संयोजकत्वमा निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासो सुनुवाई समिति (GRC) पुनः गठन गरिएको बारे सम्बन्धित सबैलाई जानकारी गराइन्छ । साथै आयोजना सम्बन्धी कोहि कसैलाई कुनै किसिमको गुनासो भए उल्लेखित गुनासो सुनुवाई समितिमा मौखिक वा लिखित रुपमा जानकारी गराउनु हुन समेत अनुरोध छ ।

तपशिल :

१. संयोजक :- श्री मेघनाथ गैरे, वडाध्यक्ष, वडा नं. ७
२. सदस्य :- श्री पुतली किसान, महिला दलित वडा सदस्य, वडा नं. ७
३. सदस्य :- श्री कृष्ण बहादुर खत्री, टोल विकास समिति, अध्यक्ष, वडा नं. ७
४. सदस्य :- श्री लक्ष्मीराज शर्मा, आयोजना सम्बन्धित कर्मचारी, वडा नं. ७, वडा सचिव
५. सदस्य सचिव :- सामाजिक सुरक्षण/वातावरण विशेषज्ञ/सुपरभिजन इन्जिनियर

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(वसन्त कुमार श्रेष्ठ)

Letter from ward office related to Labor camp, stockpiling area, spoil site location



IEE Report for Quarry site

कालिगण्डकी नदीबाट
नदीजन्य पदार्थ
उत्खनन, संकलन तथा निकासी गर्ने प्रस्तावको

प्रारम्भिक वातावरणीय परीक्षण प्रतिवेदन


नगर कार्यपालिकाको कार्यालय
बाग्लुङ

पेश गरिएको निकाय
जिल्ला समन्वय समिति
बाग्लुङ



पेश गर्ने

बाग्लुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
बाग्लुङ
गण्डकी प्रदेश




Public Consultation meeting minutes

DATE:

आज मिति २०२०-०६-०६ गतेका दिन बस बागलुङ-३
 जिल्ला बागलुङ, नगरपालिका वडा नं ६ मा नेपाल
 शहरी शासकिय तथा पुर्वधार आयोजना NUPJIP
 अन्तर्गत धनौट गल्को सडक गर्दै कलपानी स्कुल
 हर्राचौर - कालीमारी तिलेरो सडको वालपरशिय तथा
 सामाजीक अद्ययन सम्बन्धमा काछे गजवती टोल
 अद्ययन श्री प्रेमचन्द्र केसी ज्हुको अद्ययनमाग वैठक
 वधि निशमाझुसारको प्रस्तावमाधी देहाय वगोणीगको
 उपस्थितिमा निर्णय गरियो।
 उपस्थिति

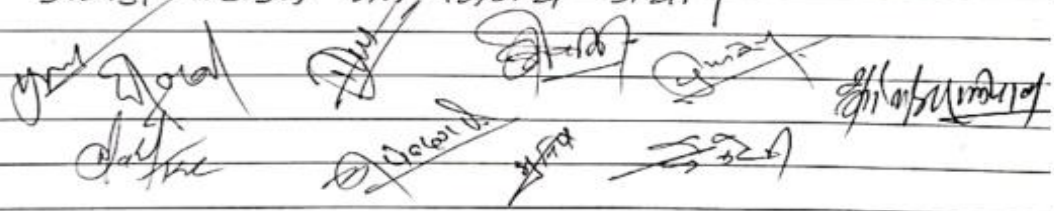
प्रेमचन्द्र केसी	- टोल अद्ययन
दुर्गा कुमारी पौडेल	- टोल अद्ययन
कृष्ण कुमारी केसी	- महिला समूह अद्ययन
नाथिव केसी	- श्यामिय
डामवर चन्द्र केसी	- "
डिला केसी	- "
मनिस केसी	- श्वागे पागि अद्ययन
विशुक केसी	- श्यामिय
दुर्गा चन्द्र केसी	- "
धनचन्द्र श्रेत्री	- "
धनराज श्रेत्री	- "
राजेन्द्र केसी	- श्यामिय
मिन मिन चन्द्र श्रेत्री	- श्यामिय
उनेन्द्र श्रेत्री	- श्यामिय
योगराज शर्मा	- सामाजीक विरोधी
सुमिल शर्मा	- इन्जिनियर
पुष्पकान्त उपाध्याय	- इन्जिनियर

- प्रस्तावहरू
१. वारी निर्माण सम्बन्धमा
 २. वातावरणीय तथा सामाजीक असोकार विषय सम्बन्धमा
 ३. विधि सम्बन्धमा

DATE: _____

निर्णयहरू

१. प्रस्ताव नं १ बाटो निर्माण सम्बन्धमा दलफल गर्दा यस मुलपानी स्कुल - हर्षाचौर - कालिगारी तिरौरी बाटो निर्माण सम्बन्धमा दलफल गर्दा बाटो निर्माण कार्य अन्त्यालन गर्दा कुनै प्रकारको अवरोध हुने देखि नगनि निर्णय गरियो।
२. प्रस्ताव नं २ - वालावरणीय तथा सामाजिक प्रयोजन विषयमा दलफल गर्दा बाटो निर्माण सम्बन्धमा वालावरणीय पछलाई दृष्टान्तमा शरती खुलो उड्ग न टिने, पानि हाल्ने साथै वन नक्षत्रिगवाको निष्कन दति हुने गरि कागज शरती साथै सामाजिक विषयमा दलफल गर्दा घर टहरा लई ~~बन्नु~~ दति हुने गरी गरि डिजाईन गर्ने गरी निर्णय गरियो।
३. प्रस्ताव नं ३ विविधता सम्बन्धमा दलफल गर्दा निर्माण कार्य अन्त्यालन गर्ने क्रममा रणनेपानी पछलाई दृष्टान्तमा शरती छिटी ल्यावरेप्रापन गरि कार्य अगाडी पडाउन गने निर्णय गरियो।



DATE: _____

आज मिति २०२०-०६-०९ गतेका दिन बागलुङ नगरपालिका वडा अध्यक्ष श्री मेघनाथ शर्माको समुस्थितिमा नेपाल शहरी शासकीय तथा पूर्वधार आयोजना NUPIP अन्तर्गत दर्नाट नगरको सडक मध्ये मूलपानी-कुल - हारचौर - कालिमाटी तिलौरै सडकको सामाजिक तथा वातावरणीय अध्ययन सम्बन्धमा कालिमाटी टोलको महिला समुह, शम्भुपानी समिति, टोलविकास अन्र्त्या र CPM जडाना गण विद्य वेठका वसी नियामकसमूहको प्रस्तावमाथी देहाय वमोजीको उपस्थितिमा निर्णय गरयो।

उपास्थिती,

- | | |
|---------------------------|---------------------|
| १. मेघनाथ शर्मा | वडा अध्यक्ष |
| २. हुकु नहादुर गैरे | सभामुख |
| ३. बुडाभोरी गौतम | |
| ४. किरण के.सी. | |
| ५. सुस नहादुर किरान | |
| ६. बिक्रम गनैपुन कर्म | |
| ७. लक्ष्मी प्रसाद शर्मा | वडा मुख्यालय |
| ८. सुजित कुमार लामिछाने | क.अ. |
| ९. सुनिल ठाकुर | इन्जिनियर |
| १०. योगराज शर्मा | सामाजिक विशेषज्ञ |
| ११. श्री निरंजन खड्का | सभामुख |
| १२. कुल प्रसाद उपाध्याय | " |
| १३. महेश्वर प्रसाद शर्मा | हेल्थपोस्ट इन्चार्ज |
| १४. नारायण गौतम | सभामुख |
| १५. प्रकाश कान्त उपाध्याय | इन्जिनियर |

DATE:

प्रस्तावहरु

१. बाटो निर्माण सम्बन्धमा
२. वातावरणीय तथा सामाजिक सरोकार विषय सम्बन्धमा
३. विविध सम्बन्धमा

निर्णयहरु

१. प्रस्ताव नं १ माथि हलफल गर्दा यस मुलपानीसकुल हरार्योरे- कालिमाटी तिरोरे बाटो सम्बन्धमा हलफल गर्दा बाटो निर्माण कार्य गर्दा कुनै प्रकारको अवरोध हुने छैन भन्ने निर्णय गरियो।
२. प्रस्ताव नं २ माथि हलफल गर्दा बाटो निर्माणको सम्बन्धमा वातावरणीय पदार्थहरू दृश्यात्मक शक्ती छुलो उडन नदिन पामिशरवने, वरुटिकाको ठाडमा गाडी विस्तारै चलाउने तथा सामाजिक विषयमा काम हानि हुने गरी बाटो निर्माण गर्न निर्णय गरियो।
३. प्रस्ताव नं ३ माथि हलफल गर्दा उक्त पामि पार्सपलाई असर नगर्ने गरी पूर्ण निर्माण गर्ने तथा परियोजना ले व्यवस्थापन गरिने निर्णय गरियो।

(Handwritten signatures and stamps)

Consultation with Locals including IPs

आज तिथि २०८० माघ ०२ गते तहसीर १४ जनवरी २०२४
 का दिन यस बागलुङ जिल्ला बागलुङ गापालीका वडा १-७ मा
 नेपाल हाइवे शासकिय तथा पूर्वाधार प्रायोजन (NOGEP) अन्तर्गत
 हुने बागलुङ हाइवे सडकमध्ये मूलपानी स्कुल - हारचौर - कालिमाटी - तितीर
 सडकको बाताबरण तथा हाइवे अन्वयण प्रकल्पमा यस वडाका
 वडाबासी मध्ये समेका(काताहर) बैठक बसि निम्नोक्त विधि गरियो ।

उपस्थिति

- १- डिल के.दि. - स्थानिय डिल
- २- मणिर के.दि. - स्थानिय म
- ३- धनबहादुर के.दि. - स्थानिय के.दि
- ४- उपेन्द्र गैरे - स्थानिय उपे
- ५- मिना मगर - स्थानिय मिना
- ६- गणेश मगर - स्थानिय गणेश
- ७- जाबराज मगर - स्थानिय जाबराज
- ८- धरमज मगर - स्थानिय धरमज
- ९- शम्भु मगर - स्थानिय शम्भु
- १०- तर्काना मगर - स्थानिय तर्काना
- ११- देवी गीतम - स्थानिय देवी
- १२- मधु मगर - स्थानिय मधु
- १३- कृष्ण मगर - स्थानिय कृष्ण
- १४- विष्णु केनरी - स्थानिय विष्णु
- १५- पुनिल हावर - स्थानिय पुनिल

प्रस्ताव तथा निर्णयहरू

- १- बाटो निर्माण सम्बन्धमा हलपल गरि यो बाटो निर्माणमा स्थानियहरूमा कुनैपनि प्रकारको विवाद नरहेको तथा निर्माणका क्रममा कुनैपनि प्रकारको पटक्या बन्दले बाटो रुकुने पर्ने हो भन्ने निर्णय गरियो।
- २- विविध सम्बन्धमा हलपल गर्दा बाटो निर्माण स्थलमा केहि (कोनैपनि) पाठपढा पर्ने र ति स्थलहरूलाई जोगाई नामा गरि यदि केहिगरी विज्ञान गणना पुनर्निर्माण गरियो भने निर्णय गरियो। साथै स्थानिय शेरजंगारलाई बढवा दिने भन्ने कोर पनि हलपल गरि निर्णय गरियो।

मिना, मधु, विष्णु, कृष्ण, देवी, शम्भु, धरमज, जाबराज, गणेश, उपेन्द्र, के.दि, डिल, पुनिल हावर

FGD with Dalits

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of किलपानी स्कूल - हराचौर - कालिमाटी - टिठौरी Road

Attendance Sheet of FGD

Date: 2020-06-02 Venue: प्रगती टोल Ward No. ०६

Attendees

SN	Name	Organization/Title	Contact no.	Signature
१-	राम दाँडा	अल्पज्ञा / को.वि.सो.	९८६६६६६६०६	राम दाँडा
२-	दिलमाया परियार	शपथ / , ,	९२६६६६०९६६	दिलमाया
३-	दिपु परियार	, , / , ,	९२०४९९३६००	दीपु दाँडा
४-	शारदा परियार	, , / , ,	९२०३९२४२०	शारदा
५-				

Suggestions/Recommendations:

- वारो निर्मिता ऊपमा आस्थाई उपमा पानी प्रयोग गर्ने ।
- वारो निर्मिता उपमा गदर (लागेपानीलाइ जलामो लप्ते वा राप्ते बनाय् हलाल गर्ने ।

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of मुलपानी स्कूल - हरार्चौर - कालिमाटी - तितौरा Road

Attendance Sheet of FGD

Date: २०२०-०६-०९ Venue श्री विश्वकर्मा मा. वि Ward No. ०६

Attendees

SN	Name	Organization/Title	Contact no.	Signature
1.	Achyut Gautam	Bishwakarma Ma. Vi.	9841716180	[Signature]
2.	Govinda Sapkota	"	984115982	[Signature]
3.	Deepak Gautam	"	9842881468	[Signature]
4.	Laxman Bishwakarma	"	9847655607	[Signature]
5.	Govinda Kavai	"	9847628528	[Signature]
6.	Khagraj Acharya	"	9849223057	[Signature]
7.	Phadmatra Sharma Acharya	"	9843308877	[Signature]
8.	Bishnu Sharma	"	9847662533	[Signature]
9.	Swastika Sharma	"	9847629263	[Signature]
10.	Yamuna Bishwakarma	"	9847663660	[Signature]
11.	Chhetra K.C	"	9847656755	[Signature]

Suggestions/Recommendations:

- उपरोक्त: पुस्तक खंडन गर्नु भएकामा विद्यालयको रकबाट विशेष ध्यानमा
- ① विद्यालयको सेवा क्षेत्र भित्र बाटो निर्माण गर्न सार्कसको विद्याको समपत्रा प्राप्त गर्नुपर्ने।
 - ② आवश्यक पर्ने विद्यालयले आफू आवश्यक ५ दिन पछि स्थानीय विद्यालय समन्वय गर्ने।
 - ③ विहान १०.०० पूर्व ५ दिनमा ४.०० पुगे पश्चात विशेष ध्यान फर्कित स्थानहरूमा नलाउन सकिने।

Stakeholder Consultation
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Baglung Municipality
Baglung

ESIA and ESMP of मुलपानी-सकुला-हरारचौर-कालिमाटी-तिताुरा Road

Attendance Sheet of FGD

Date: २०२०-०६-०८ Venue: पुगती टोल Ward No. ०६

Attendees

SN	Name	Organization/Title	Contact no.	Signature
१.	कृष्ण वहादुर कार्की ब्राया	इ प्रा मि थ	९२०५२७३६५९	
२.	प्रेम वहादुर परिवार	"		
३.	रविम वहादुर के सी	९२७६६६७६७६	९२७६६६२६९९	
४.	अम्बिका परिवार	"		अम्बिका
५.	जुवा परिवार	"		जुवा
६.	मिठु देवी	"	९२०४९९३६७७	
७.	नरवहादुर जी	"	९२७६६५५५५०६	
८.	दिलमाथा परिवार	"	९२६६६६०९६६	दिलमाथा
९.	शार्दा परिवार	"	९२०६९२५७७०	शार्दा
१०.	रेखी परिवार	"	९२०६९७९५९९	
११.	सुनीता परिवार	"	९२९६९५७७९०	सुनीता

Suggestions/Recommendations:

- बाटो निर्माण कार्य गर्दा वस्ती भएको ठाउँमा फोहोर न हलुपर्ने।
- गन्तव्य स्तरको बाटो निर्माण हुनुपर्ने।
- घर छुट्टीलाई हटाई न हलु पर्ने।

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of Mulpani, Hararchaur, Kalimati, Titaura Road

Attendance Sheet of FGD

Date: 2080-06-10 Venue: Radhakrishna Tol Ward No. 07

Attendees

SN	Name	Organization/Title	Contact no.	Signature
1	Omraj Sharma	Local people	9857635108	
2	Achyut Gautam	"	9769782777	
3	Keshav Gautam	"	9843599520	
4	Prem Lal Gautam	"	9847664510	
5	Ham Kumari	"		
6	Ranjana Gautam	"	9847121271	
7	Tap Kumari Gautam	"		
8	Tika Kumari Gautam	"		
9	Hari Raj Pandey	"	9857638389	
10	Tej Raj Sharma	"	9847629529	

Suggestions/Recommendations:

- कारो दियो वनोश
- कारो राम्रो वनोश
- शेजगारी पाडो
- शह्यकार्डलाई दशान दिई काम गर्छ वनो।

Consultation with Mulpani School

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of... मुलपानी स्कूल - हाराचौर - कालिमाटी - तितौरा Road

Attendance Sheet of FGD

Date: २०८०/०९/१० Venue: मुलपानी मा. वि. Ward No. ०७

Attendees

SN	Name	Organization/Title	Contact no.	Signature
१-	गिता रब्डा क्षेत्री	सदस्य/वि.व्या.स.	९८६७६८९७९६	
२-	सुवास डडेल	प्र.अ. / मुलपानी मा.वि.	९८५६६२२३३५	
३-	मोहन राज पन्त	शि. मोहन पन्त	९८५७६२२५५७	
४	बाबु प्रमाल	" / मु. वि. वि.	९८५७२९७७२५	
५	सुनिता पोखरी डडेल	" "	९८५७६३१५९	
६	मिना रवारी	सकलचारी	९८५७६२५८१२	
७.	सुवास के.के. सरस्वती गौतम शिक्षक		९८५७६२५६०१	
८	मंजु शिलावाल	शि.शि.क	९८५७६२८३६	
९	संजिता के.सी.	शिक्षक	९८६७६३१९७६	
१०	दिलमाया रब्डा	"	९८६७६२२९५९	
११.	सविता कार्की	"	९८५७६७५३८८	

Suggestions/Recommendations:

१. सडकबाट विद्यालयमा आउने भलको दिगो व्यवस्थापन गरी दिनु पर्ने।
२. सडक नजिक रहेको खेलमैदानलाई व्यवस्थित गरी दिनु पर्ने।
३. सडक नजिक देखि विद्यालयको गेट सम्म पिच वा हलान गर्नुपर्ने।
४. ट्राफिक संकेतहरूको समुचित प्रयोग गरी दिनु पर्ने।
५. सडक पेटो बरिपरी हरियाली (ग्रिन सडक) बनाउनु पर्ने।

Consultation with Locals of Dikichaur tole (Majority Dalits)

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of मुलपानी विद्यालय - हाराचौर - कालिमाटी - तितौरा Road

Attendance Sheet of FGD

Date: २०८०/०५/१० Venue: डिक्चौर टोला Ward No. ०७

Attendees

SN	Name	Organization/Title	Contact no.	Signature
१	पुलमाया निम्बुवर्मा	स्थानीय	९८०५९९२०२४	
२	रंजु प्रसाद जैसी	स्थानीय	९८६७७०८४३०	
३	कमला निम्बुवर्मा	स्थानीय	९८०५२८७९९९	
४	शोभा निम्बुवर्मा	स्थानीय	९८०९७४४९९	
५	प्रतिष्ठा निम्बुवर्मा	स्थानीय	९८०९७०९८९९	
६	शोभिला निम्बुवर्मा	स्थानीय	-	
७	विवेक शर्मा	स्थानीय	९९५४५०६९०९	
८	अन्जना शर्मा	स्थानीय	९८६७७४४९८	

Suggestions/Recommendations:

- बाटो बन्ने क्रममा गुणवत्तीय जल पुर्याउनु पर्नेछ ।
- कसैको सम्मानमा अति हुनु भएन भएमा आतिथ्य पत्र पुर्याउनु पर्नेछ ।
- स्थानीयता र संरक्षणमा प्राथमिकता दिनु पर्नेछ ।
- व्यापारिक, युवावृत्त, धुप बजार जस्ता नदीमा पारमा जीवनवत्तर माथी उठाउन बसयोग हुने स्थान ।

प्रतिष्ठा कविता कमला

FGD with locals Banchhadanda khet tole.

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of मुलपानी - हरारचौर - कालिमाटी - तितौरा Road

Attendance Sheet of FGD

Date: 2020-08-02 Venue: बान्छाडाडा खेत Ward No. 06

SN	Name	Organization/Title	Contact no.	Signature
1	कृष्ण वहादुर केसी	अध्यक्ष-वाग्हा	9276622375	[Signature]
2	पार्वती गौतम	डाडा खेत टोलवि.स	9276639296	[Signature]
3	प्रेमकान्छ गौतम	टोल अध्यक्ष	9276630376	[Signature]
4	गणेश गौतम	टोल अध्यक्ष	9276686965	[Signature]
5	कृष्ण प्रसाद गौतम	"	9276639822	[Signature]
6	धर्मन्त सिना गौतम	"	9276665706	[Signature]
7	रोमा देवी गौतम	"	9276238597	[Signature]
8	दिक्तीप पन्त			[Signature]
9	लक्ष्मी पांडे		9840622633	[Signature]
10	सुभा देवी पांडे		9847664750	[Signature]
11	विष्णु नाथ गौतम		9847631742	[Signature]
			98217622452	[Signature]

Suggestions/Recommendations:

- बाटो सम्बन्धमा विवाद हुँ २ हुँ २ हुँ ।
- गेटेगारो, टल लिडाई, आडीनाई व्यवस्था गर्ने ।
- एकातेपानीको ईस्वनालाई बगाडिन अत्रोप (ला.पा.भा.अधुरो ६, लघालीग भन्ने हुँ)
- पुराना ईस्वना सम्बन्ध बस्ने बाताब्युता बनाइदिने ।

[Signatures]

FGD with IPs

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA/ESMP of मुल्पानी स्कूल - हरारचौर - कालिमाटी - तितौरा Road

Attendance Sheet of FGD

Date: २०८०/१०/०८ Venue: वाग्लुङ नगरपालिका Ward No. ०६

Attendees		Organization/Title	Contact no.	Signature
SN	Name			
१-	मिना मगर	स्थानीय	-	<i>[Signature]</i>
२-	जगदीश मगर	"	-	<i>[Signature]</i>
३-	जीवनाथ मगर	"	-	<i>[Signature]</i>
४-	धरमराज मगर	"	-	<i>[Signature]</i>
५-	राजेश्वर मगर	"	-	<i>[Signature]</i>
६-	सवित्री मगर	"	-	<i>[Signature]</i>
७-	सुख मगर	"	-	<i>[Signature]</i>
८-	सुर्ज्य मगर	"	-	<i>[Signature]</i>

Suggestions/Recommendations:

- बाला बरौवा अ पक्षलाई ध्यान दिने । ✓
 - भनिदिनु स स्वचलाताई जोडाउने प्रयास गर्ने ।
 - स्कूल वरपर ध्वनि कम गर्ने ।
 - गाडी कित्ताई चलबिच, बाउबाउमा ब्रेक कताउने ।
 - स्थानीयलाई राजगाला प्रशस्तिकरी दिने ।
 - महिलाहरूको लागि तालीमको व्यवस्था गर्ने (यदि सम्भव भएमा)
 - स्थानीयको साथ सहलाइ लिई काम गर्ने ।
 - काम चाडो सम्पन्न गर्ने ।
- धन्यवाद

KII with different stakeholders

Narrow Section

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of मुलपानी-सुडुल-हराचौर-कालिमाटी-तिताुरा Road

Attendance Sheet

Date: २०८०/०८/१० Venue: शिवलक्ष्मी देल Ward No. ०७

Name: तेजराज शर्मा Contact No: ९८४७६२४४२३

Organization/Occupation: बोवा निवृत्त प्रमोचारी / बागलु

Comments/Suggestions:

- घरलाई आति हुनु भएन ।
- पानीको विकास राम्रो हुनु पर्छ ।
- वातावरणीय पत्रलाई विशेष ध्यान दिनु पर्छ ।

एन.ए.ए.

Signature:

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Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of मुलपानी स्कूल - हरार्चौर - कलिमाटी - तितीरा Road

Attendance Sheet

Date: २०८०/०६/१० Venue: ज्योती पुस्तक प्रांगण Ward No. ०७

Name: यम प्रसाद जोशी Contact No. ९८४७६५४८६०

Organization/Occupation: १०० अं ज्योती पुस्तक प्रांगण

Comments/Suggestions:

- बाटो पैलि विद्यालयसम्म बाटो बढाउन कर्ने ।
- विद्यालयसम्म बाटो बढाउदा, विद्यालय पल्लुगालाई क्षति नहुने गरी Retaining wall बनाई सुरक्षण गर्ने ।
- Boundra wall लाई जोडाघर बना गर्ने ।
- विद्यालयसम्म हाँडो त्रिषेध गर्ने ।
- Off hour मा काम गर्ने ।
- गाडिडो गति कम गरी विद्यालय क्षेत्रमा ~~कम~~ निर्माण साधनहरू ~~पुर्ण~~ गर्ने ।

(Handwritten signature)

Signature:

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of मुलपनी स्कूल - हराचौर - कलिमती - तिठौर Road

Attendance Sheet

Date: 2080-06-10 Venue: Ba.Na.pa.7, Baglung Ward No. 7

Name: Subash Kandel Contact No. 9857622335

Organization/Occupation: Shree Mulpani Secondary School, Ba.Na.pa.7, Baglung.

Comments/Suggestions:

- ↳ यो बाटोले यस क्षेत्रको सबै सम्बन्धीलाई फाइदा पुऱ्याएको हुनाले सम्पूर्ण सहयोगी दाता संस्थाहरु प्रति धन्यवाद ज्ञापन गर्दछु।
- ↳ मुख्य सडकदेशि विद्यालयको जेट सम्म पिच वा छलान गरि दिनको लागि अनुरोध गर्दछु।
- ↳ विद्यालय क्षेत्र नजिक गाडिहरुको तिब्र गतिलाई कन्ट्रोल गर्ने ब्रेकर र Sound pollution कम गर्ने No horn का बोर्डहरु र zebra crossing को व्यवस्था गरि दिनु हुन अनुरोध गर्दछु।
- ↳ मुख्य Road बाट आएको भललाई विद्यालयमा प्रवेश गर्ने बाट रोक्ने उपायहरु अवलम्बन गरि दिनु हुन अनुरोध छ।
- ↳ मुख्य सडक नजिक रहेको खेलमैदानलाई व्यवस्थापन गरि दिनु हुन अनुरोध छ।

Signature:

Subash Kandel
Headmaster

(9857622335)



Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of खालेफानीकुला - हारचौर - कलिमती - तिलौरा Road

Attendance Sheet


Date: २०८०/०८/०९ Venue: कलिमती Ward No. ०८

Name: विष्णु विक्रम Contact No. ९८५६८५२००९

Organization/Occupation: ग्रावसाध (डियाना फर्माल) / खो.प. बहाल

Comments/Suggestions:

- खालेफानी ईरचना त्रिविगीत यवि विविधता पुन विमिनि गरिदिने /
- गुणस्तरयुक्त ईरचना व-नु फर्के /
- काम चाडो कम समयत हुन फर्के /


Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of मुलपानी स्कूल - हाराचौर - कालिमाटी - तिताुरा Road

Attendance Sheet

Date: २०७३-०६-०५ Venue: कालिमाटी टोल Ward No. ०६

Name: सुबेद्र प्रकाश शर्मा Contact No: ९७५६६२५७७९

Organization/Occupation: प्रमुख मुलपानी स्ना. चौकी

Comments/Suggestions:

मुलपानी स्ना. चौकीले चर्चाको अवसर देखाई मुनी
कुमजोर हाराचौर रहेकोले रक्बापिच्छे पैरो जाई कच्चीको
लाई स्थिति आएर पनि जाएकोले उताउतामा ज्याकादिड
जाली सहित प्रोटेक्सन जाई पुरै देखाई

सुबेद्र

Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of मुल्पानी स्कुल - हरार्चौर - कलिमती - तितौरा Road

Attendance Sheet

Date: २०२०-०६-०२ Venue: प्रगति मेल Ward No. ०६

Name: रेशमी परिवार Contact No: ९२०६९१९५९९

Organization/Occupation: कृषि

Comments/Suggestions:

- वाटो निर्माण कार्यमा रोजगार पाउं
- वाटो निर्माण दिटो होस
- वाटो अनुस्तर गतीको बागाईं टोकु पर्ने
- घर छुरीबाई छति लुक्नु पर्ने
- वाटो निर्माण कार्य गर्दा सामाजिक ब्योवाश गाको सके ठाउमा फोहोर न डुक्नु पर्ने ।


Signature

KII with IPs

(KII)

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA/ESMP of मूलपनी-स्कूल-हराचौर-कालिमाटी-त्रिताुरे - Road

Attendance Sheet

Date: २०८०/१०/०२ Venue: बाग्लुङ नगरपालिका Ward No: ०६

Name: मिता मगर

Organization/Occupation: स्थानीय

Comments/Suggestions:

- कालावर्णिय फललाई ध्यानमा राखी ट्रेकिङ पागी हर्नुने ।
- स्थानीयहरूलाई कामदारमा प्राथमिकता दिने ।
- भसडा संरचनालाई जोडाघर काम गर्ने ।
- संरचनाहरू विगियमा पुन निर्माण गरिदिने ।
- महिलाहरूको लागि जिबिकोपार्जन सम्बन्धि तालिमहरू सञ्चालन गर्ने,
थ-घण्टा ।

~

Signature:

(18)

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung


ESIA/ESMP of मुल्पानी स्कूल - हराचौर - कालिमाटी - तिगाँउ Road

Attendance Sheet


Date: २०८०/१०/०२ Venue: बागलुङ नगरपालिका Ward No. ०४
Name: बुधे मगर
Organization/Occupation: स्थानीय


Comments/Suggestions:

- स्थानीयता हटो जगार दिने ।
- कामगर्दी छुलो कामगर्दि अन्य कार्य गर्ने ।
- हर्ने नवजाउने
- स्वार्थीसाधन विस्तारै चलाउने ।
- सहसह र सांस्कृतिक पक्षलाई जोगाउन सहन गर्ने ।
- श्रोतको अत्याधिक दोहन गर्ने ।


Signature:

Letter from District Police office, Baglung about GBV cases


जिल्ला प्रहरी कार्यालय
(अपराध अनुसन्धान शाखा)


बागलुङ

कन्ट्रोल: { १००
फोन नं.: { ०६८-५२०१९९
मोबाईल: { ९८५७६२०००३

पत्र संख्या :- ०८०१०८१

चलानी नं.:- १०४७

मिति:- २०८०।०६।१२ गते।

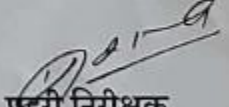
विषय:- विवरण उपलब्ध गराईएको ।

श्री बागलुङ नगरपालिका नगर कार्यपालिकाको
कार्यालय, बागलुङ ।


उपरोक्त सम्बन्धमा ताँहा कार्यालयको च.नं. ८५१ मिति २०८०।०६।१० गतेको पत्रको सम्बन्धमा तीन आर्थिक बर्षमा यस कार्यालयमा भएका यौन शोषण, दुर्व्यवहार तथा महिला तथा बालबालिका हिंसा सम्बन्धी उजुरीको विवरण निम्नानुसार खुलाई पठाईएको व्यहोरा अनुरोध गरिएको छ ।

निम्न:-

आर्थिक वर्ष	घरेलु हिंसा	जवरजस्ती करणी	जवरस्ती करणी उद्योग	बहुविवाह	बालविवाह	बालयौन दुरुपयोग	अप्राकृतिक मैथुन
०७७।०७८	५३	१४	६	७	०	३	१
०७८।०७९	३२	१७	९	८	१	१	०
०७९।०८०	३२	२७	९	८	०	२	३


प्रहरी निरीक्षक
(बसन्त बहादुर भुजेल)

Letter from NEA for pole relocation



नेपाल विद्युत प्राधिकरण
(नेपाल सरकारको स्वामित्व)
वितरण तथा ग्राहक सेवा निर्देशनालय
गण्डकी प्रादेशिक कार्यालय
बागलुङ वितरण केन्द्र
बागलुङ

पत्र संख्या. : ०८०/०८१
चसानी नं. : २५२

श्री बागलुङ नगरपालिका,
नगर कार्यपालिकाको कार्यालय ।

मिति: २०८०/०७/१९

श्री जोशी
६/१९

विषय: जानकारी गराइएको सम्बन्धमा ।

उपरोक्त सम्बन्धमा प.सं.०८०/०८१(योजना), च.नं.११४९, मिति २०८०/०७/१६ को प्राप्त पत्रावाट व्यहोरा अवगत भयो । उक्त पत्रमा उल्लेख सडकहरू निर्माण हुंदा सडकको दायावाया पर्ने विद्युतीय पोलहरू सार्न यस कार्यालयबाट ने.वि.प्रा.को नियमानुसार आवश्यक सहयोग गरिने व्यहोरा जानकारीका लागि अनुरोध छ ।

बागलुङ नगरपालिका, बागलुङ
दस्तावेज नं:- ६०९
मिति: २०८०/०७/१९

.....
(इ. पवन पौडेल)
केन्द्र प्रमुख
केन्द्र प्रमुख

कार्यालय प्रमुख: ०१८-५२०८२०/९८५५६६५५५, प्रशासन: ०१८-५२०३२०, Email: baglung@nea.org.np



बागलुङ नगरपालिका

नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं.: ०६०/०६१ (योजना)
च.नं. ११४५

मिति : २०६०/०७/१६

विषय: आवश्यक सहयोग तथा समन्वय सम्बन्धमा।

श्री नेपाल विद्युत् प्राधिकरण
बागलुङ वितरण केन्द्र, बागलुङ।

बागलुङ विद्युत् वितरण केन्द्र
का.सं. १५
दि.सं. २०७०८१९६

प्रस्तुत विषयका सम्बन्धमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना अन्तर्गत यस नगरपालिका वडा नं. १, ४ र ७ मा तपशिल बमोजिमका सडक निर्माण आयोजनाहरूको DPR तयार भई उक्त आयोजनाहरू सञ्चालनको क्रममा रहेको हुँदा उक्त सडकहरूको दायोवाया पर्ने तपशिल बमोजिमको संख्यामा रहेका विद्युतीय पोलहरू सार्नु पर्ने भएको हुँदा सो कार्यको लागि तहाँ केन्द्रबाट आवश्यक सहयोग तथा समन्वय गरि दिन हुन अनुरोध छ। साथै उक्त विद्युतीय पोलहरू सार्नका लागि आवश्यक पर्ने बजेट रकम उक्त आयोजनाहरूको लागत अनुमानमा समावेश गरिएको व्यहोरा समेत जानकारीका लागि अनुरोध छ।

तपशिल :

सि.नं.	वडा नं.	सडक आयोजनाको नाम	सडकको लम्बाई	विद्युतीय पोलको संख्या
१.	१	मार्कीवस्ती हुँदै निरहेघाट सडक	१.६००	२३ वटा
२.	४	बडारचौर-ढोडेनी-फोर्स सडक स्तरोन्नती	२.१००	४ वटा
३.	७	मूलपानी स्कुल-हराचौर-कालीमाटी सडक स्तरोन्नती	६.५००	३ वटा

लि.सं.

(धन प्रसाद पोख्रेल)
अधिकृत स्तर दर्शा

लि.सं.को-
- श्रीमान् धन प्रसाद पोख्रेल
जसरी-३
०७/०७/२०७०

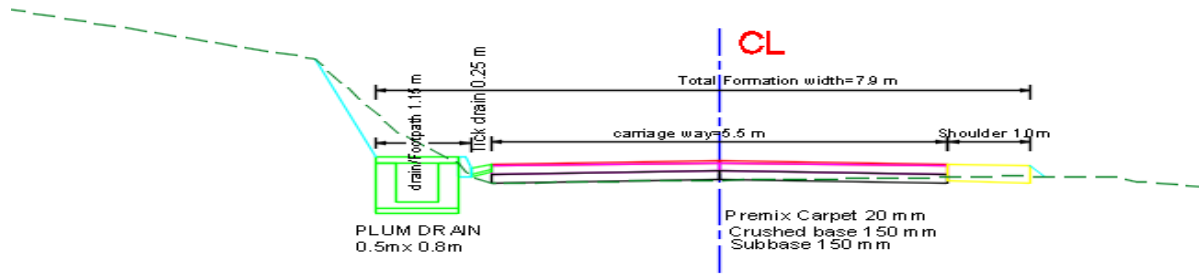
बालमैत्री स्थानीय शासनका ५१ वटा सुत्का घुस गर्ने अत-आफ्नो रधानबाट सहयोग गरी

०६८-२२०१३१/२२०२३१/२२०३०६

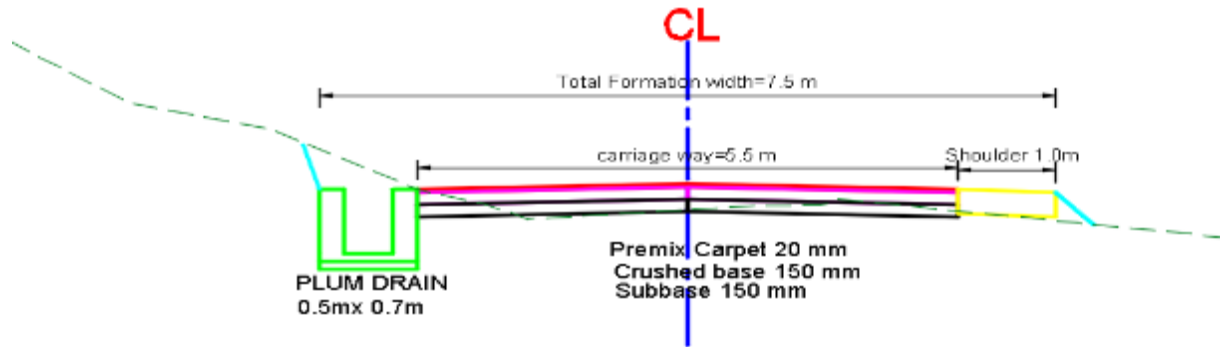
इमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-२२०१३१

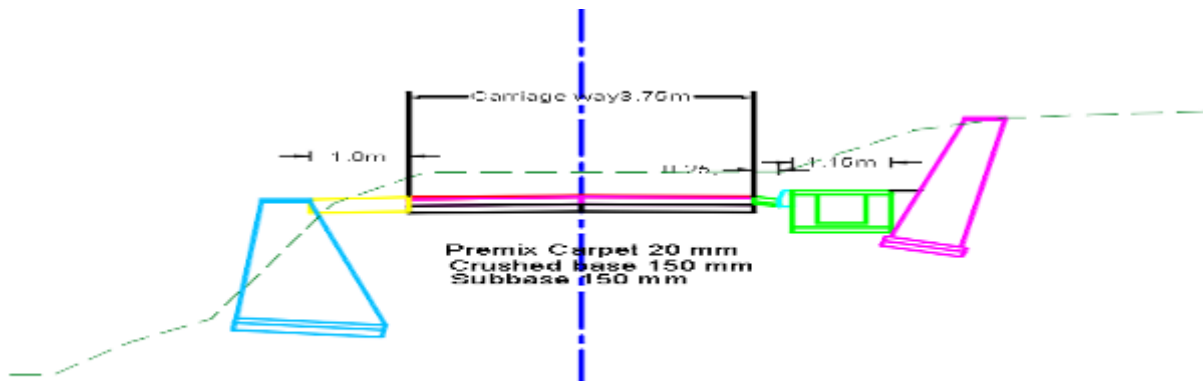
Annex III: Proposed Typical Cross Sections



Typical section-1



Typical section-2



Typical section-3

Annex IV: GoN Permissible Environmental limits/standards

(A) National Drinking Water Quality Standard, 2079 BS

A-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	

A-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)	

(B) 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

(C) 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

(D) Diesel Powered Generator Emission Limits (g/kWh), 2069

Category, (kW)	CO	HC	NO _x	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 V: Air, Noise, Water Quality Test Reports



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasariv@gmail.com
Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

Report Number	34A/080-81		
Sample Number	21A/080/81		
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), in association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd		
Sampling location	Baglung Municipality, Ward No. 7, Mulpani School - Hararchaur - Kalimati Titaura Road	GPS point: 28°17'1.52"N 83°34'17.90"E	
Project	Nepal Urban Governance Infrastructure Project (NUGIP)		
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu		
Sampling Date	29 - 30 September 2023		
Report Date	12 October, 2023		
Instrument used	Respirable Dust Sampler (GTI 151) and Combined Sampler (GTI 241)		
Result			
Parameter	NAAQS *	Observed Values	Method
TSP ($\mu\text{g}/\text{m}^3$)	230.0	188.3	IS 5182 (Part 14)-2000 (reaffirmed 2005)
PM ₁₀ ($\mu\text{g}/\text{m}^3$)	120.0	74.3	IS 5182 (Part -23):2006
PM _{2.5} ($\mu\text{g}/\text{m}^3$)	40.0	12.4	IS 5182: Part 24: 2019
SO ₂ ($\mu\text{g}/\text{m}^3$)	70.0	3.2	IS 5182 (Part 2)-2006
NO ₂ ($\mu\text{g}/\text{m}^3$)	80.0	5.7	IS 5182 (Part 6)-2006
CO ($\mu\text{g}/\text{m}^3$)	10000.0	<230.0	IS 5182 (Part - 10):2006

* - National Ambient Air Quality Standard, 2069, ** - National Ambient Air Quality Standard for TSP for Crusher Industry, IS - Indian Standard

Remarks: The observed values are within the prescribed limit of NAAQS.


Sampled by


Checked by


Authorized by

 **Environment Management
&
Analysis Services P. Ltd**



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

Report Number	36N/080-81			Sample Number	22-N/080/81						
Sampling Date	29 - 30 September 2023										
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd										
Sampling location	Baglung Municipality, Ward No. 7, Mulpani School - Hararchaur - Kalimati Titaura Road			GPS point: 28°17'1.52"N 83°34'17.90"E							
Project	Nepal Urban Governance Infrastructure Project (NUGIP)										
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu										
Report Date	12 October, 2023										
Instrument used	LUTRON SL - 4033SD										
Test method	Noise Measurement Protocol (Central Pollution Control Board, India)										
Hours	Time	Noise Level (dBA)			Hours	Time	Noise Level (dBA)				
		Lmax	Lmin	Leq			Lmax	Lmin	Leq		
06:00 - 07:00	Day	66.3	42.3	48.5	18:00 - 19:00	Night	68.1	35.4	45.6		
07:00 - 08:00		63.7	41.9	46.9	19:00 - 20:00		51.2	37.8	46.7		
08:00 - 09:00		70.3	43.2	49.6	20:00 - 21:00		58.3	38.7	44.8		
09:00 - 10:00		65.5	43.6	48.4	21:00 - 22:00		61.5	37.4	46.0		
10:00 - 11:00		69.0	45.3	52.4	22:00 - 23:00		66.3	39.3	44.5		
11:00 - 12:00		73.5	44.8	51.8	23:00 - 00:00		53.7	40.1	47.9		
12:00 - 13:00		69.4	43.4	51.5	00:00 - 01:00		61.3	38.5	49.6		
13:00 - 14:00		67.9	44.0	48.6	01:00 - 02:00		65.5	36.6	48.4		
14:00 - 15:00		78.0	43.3	48.4	02:00 - 03:00		61.9	41.8	48.9		
15:00 - 16:00		71.5	40.8	48.8	03:00 - 04:00		68.3	43.7	47.1		
16:00 - 17:00		69.4	41.4	45.5	04:00 - 05:00		67.4	43.2	45.8		
17:00 - 18:00		67.9	42.1	43.6	05:00 - 06:00		61.2	43.7	47.3		
Leq average (Day)				48.7	Leq average (Night)				46.9		
Permissible limit *				55.0	Permissible limit				50.0		

dBA - A-weighted decibels, Lmax : Maximum Sound Level, Lmin: Minimum Sound Level

Remarks: The equivalent noise level during day and night hours comply with the permissible limit in reference to noise level standard 2069, under category of urban residential area.

Sampled by

Checked by

Authorized by

**Environment Management
&
Analysis Services P. Ltd**



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No. : 127787/071/72
Jwagal, Lalitpur, Nepal
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Water Analysis Report

Client: Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd
Sample Location: Kalimati khola bujhe kohla (Used for drinking purpose)
GPS Point: 28°17'7.78"N 83°34'10.34"E
Report No: 38/W/080-81
Report Date: 12 October, 2023
Sampled by: EMAS P. Ltd.
Project: Nepal Urban Governance Infrastructure Project (NUGIP)

Sample Sources: Surface Water
Source Name: Kalimati Khola , Bujhe Khola
Sampling Date: 30 September, 2023
Received Date: 01 October, 2023
Analysis Period: 30 Sept- 05 Oct, 2023

Parameters	Unit	NDWQS	Observed Values	Test Methods
pH	-	6.5 - 8.5*	6.5	4500-H ⁺ B, APHA, 22nd EDITION
Colour	-	5 (15)	<0.1	2120 B, APHA, 22 nd EDITION
Turbidity	NTU	5 (10)	<1.0	2130 B, APHA, 22nd EDITION
Electrical Conductivity	µS/cm	1500	126.0	2510 B, APHA, 22nd EDITION
Temperature (Lab)	°C	-	24.3	2550 B., APHA, 22nd EDITION
Total Hardness	mg/l as CaCO ₃	500	82.0	2340 C, APHA, 22nd EDITION
Chloride	mg/l	250	8.3	4500-Cl ⁻ B, APHA, 22nd EDITION
Ammonia	mg/l	1.5	<0.02	4500-NH ₃ C., APHA, 17 th EDITION
Nitrate	mg/l as NO ₃	50	0.11	4500-NO ₃ - B., APHA, 22nd EDITION
Iron	mg/l	0.3 (3)	<0.01	3112 B., APHA, 22nd EDITION
Manganese	mg/l	0.2	<0.02	3112 B., APHA, 22nd EDITION
Arsenic	mg/l	0.05	<0.01	3114 C, APHA, 22nd EDITION
E.Coli	CFU/100 ml	Nil	Nil	9221 C. , APHA, 22nd EDITION

NDWQS: National Drinking Water Quality Standard (2079), * - Values are upper and lower limit, () - Values are acceptable only when alternative is not available. **APHA:** American Public Health Association.

Remarks: Observed values of the parameters are within the NDWQS.

Analyzed by

Checked by

Authorized Signature

**EMAS Environment Management
&
Analysis Services P. Ltd**

Annex VI: List of Zebra Crossings

SN	Chainage	Width	Nos.	Quantity (Sqm)
1	0+000	3.250	6.000	11.7
2	0+180	3.250	6.000	11.7
3	0+440	3.250	6.000	11.7
4	0+720	3.250	6.000	11.7
5	1+800	3.250	6.000	11.7
6	3+100	3.250	6.000	11.7
7	3+340	3.250	6.000	11.7
8	3+550	3.250	6.000	11.7
9	4+200	3.250	6.000	11.7
10	4+720	3.250	6.000	11.7
11	4+960	3.250	6.000	11.7
12	5+800	3.250	6.000	11.7
13	5+980	3.250	6.000	11.7
14	6+275	3.250	6.000	11.7
15	7+420	3.250	6.000	11.7
16	7+800	3.250	6.000	11.7
17	8+240	3.250	6.000	11.7
18	8+365	3.250	6.000	11.7
19	5+540	3.250	6.000	11.7
20	7 for branch road/crossings	3.250	6.000	11.7
Total			26	Nos.

Annex VII: Code of Conduct (CoC) on GBV

नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना

कार्य स्थलमा हुने यौनजन्य तथा महिला हिंसा सम्बन्धी आचार संहिता

व्यक्तिगत आचार संहिता

म, यो आचार संहिता 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 संहिता पालना गर्न सहमत छु ।

१. म जातजाति धर्म, भाषा, लिङ्ग, उमेर, राजनीतिक वा सामाजिक हैसियत, 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 अधिपछी वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
३. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने ,व्यक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/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 मर्दिराजन्य 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 सघिय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैक को कानुन , निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्न तयार हुनेछु ।
८. कार्य गर्ने शिलशिलामा 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 गतिविधी गर्न दिने छैन ।
१५. कार्यस्थलमा महिला तथा यौन हिंसा गतिविधीहरूलाई 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 सहिता उल्लघन गरेमा वडा/ नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरुन्त निवेदन/जानकारी दिनेछु ।
१८. कार्यस्थलमा कसैले यौनजन्य दुर्व्याहार सम्बन्धी शक्कापद व्यावहार गरेमा वा शक्कापद कार्य गरेमा तुरुन्त टोली प्रमुख /प्रबन्धकलाई जानकारी/निवेदन दिनेछु ।

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

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व्यवस्थापक/टोली प्रमुख

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कर्मचारी/कामदार

Annex VIII: Consultation Details

Date	Consultation type	Composition of participants	Issues raised	Response from project
23 Sept 2023	KII with women	Sushila Bhandari, Baglung-7, Kavre,	<ul style="list-style-type: none"> Start work as soon as possible, make road access for all, avoid pollution 	The project will carefully design the road considering the mitigation measures.
23 Sept 2023	KII with women	Mina Sharma Gautam, Baglung – 7, Bansa Dandakhet	<ul style="list-style-type: none"> To carry out construction work without damaging existing structure 	Precaution should be taken during construction
24 Sept 2023	KII with women	Seshmi Pariyar, Baglung – 7, Pargati Tole	<ul style="list-style-type: none"> Quality mention, locally employed, aware on sanitation. 	The project will carefully design the road considering the mitigation measures
26 Sept 2023	KII with women	Laxmi Sharma, Baglung – 7, Halan Choak	<ul style="list-style-type: none"> Seared water on working time and timely complete construction work 	The project will carefully design the road considering the mitigation measures
25 Sept 2023	KII with women	Fulmaya Bishokarma, Baglung – 7, Dhikichaur Tole	<ul style="list-style-type: none"> The house was not damaged, some parts already been damaged. Get employed opportunity for women 	Precaution should be taken during construction to safeguard the houses.
22 nd Sep, 2023	Key Informant Interview	Mr. Trilochan Sapkota Ward No. 4 Secretary, Tole sudhar committee	<ul style="list-style-type: none"> Mr, Sapkota mentioned that road should be built as fast as possible and quality road. Be aware on environment degradation. Irrigation cannel should be safe 	All the comment address on DPR and ESMP.

Date	Consultation type	Composition of participants	Issues raised	Response from project
24 th Sep, 2023	Key Informant Interview	Mr. Purushottam Gautam Ward No 7 Local/ Jobholder Bansa Dandakher tole	<ul style="list-style-type: none"> • Immediately approve the DPR and put the project into operation and complete it within the stipulated time. • Conducting programs to directly benefit local consumers while conducting projects. Including a program to give employment to locals • Maximum utilization of local resources should be given priority • Keeping quality as the first priority in project implementation. 	All the comment address on DPR and ESMP.
24 th Sep, 2023	Key Informant Interview	Mrs. Sushila Bhandary Ward No: 7 Farmer/ Kavre tole	<ul style="list-style-type: none"> • Complete construction work as soon as possible. • Give road access to children and avoid traffic problems. • Avoid Pollution. 	All the comment address on DPR if possible.
24 th Sep, 2023	Key Informant Interview	Mr. Tek Bahadur Ward N0: 7 Farmer Kavre Bhagawati Tole	<ul style="list-style-type: none"> • Avoid loss of permanent structure. • Maintain level during design period, design must not effect access to residential. • During construction period minimize all kinds' pollution. • Proper access to men and animals etc during construction period. • Irrigation canal to be reconstruction before construction give proper path for water flow. 	All the comment address on DPR.
24 th Sep, 2023	Key Informant Interview	Mrs. Mina Sharma Gautam Ward N0. 7 Vice-Chairperson Women Group	<ul style="list-style-type: none"> • Complete construction work without damaging existing structures. • Provide employment related trainings to make the local people self-employed. 	This will be addressed in DPR and ESIP
25 th Sep, 2023	Key Informant Interview	Mr. Aasish Rijal Ward No. 7	<ul style="list-style-type: none"> • Road must be best quality, no band transportation. • Spread water timely and make pollution free environment. • Prioritize for work off hour. 	We address it on the working time.

Date	Consultation type	Composition of participants	Issues raised	Response from project
		Manager/ CYC Cooperative		
25 th Sep, 2023	Key Informant Interview	Mrs, Reshmi Pariyar Ward No. 7 Farmer, Pragati Tole	<ul style="list-style-type: none"> • If possible prioritize local people on skill/non skill labor. • Road must built fast and best quality. • Work in a clean manner without damaging any structure. 	The suggestion is address on DPR and constructed period.
25 th Sep, 2023	Key Informant Interview	Mr. Krishna Bdr Karki Ward No. 7 Retired Army Pragati Tole	<ul style="list-style-type: none"> • Manage DWSS structure with the help of local people. • Work in a clean manner without damaging any structure. • Work properly with fairness. • complete construction work as fast as possible 	The suggestion is address on DPR and constructed period.
26 th Sep, 2023	Key Informant Interview	Mr, Laxmi Pd. Sharma Ward No. 7 Ward Secretary	<ul style="list-style-type: none"> • As the area around Kalimati is week and water source so do not use heavy equipment due to source of water is shift. • Regarding the cutting of the canal, arrangements should be made to drain the water from the place where it used to flow since ancient times. • Instead of raising the machinery wall, if the mesh is filled, landslides will not occur and the quality of the road will be maintained. 	The suggestion is address on DPR and constructed period.
26 th Sep, 2023	Key Informant Interview	Mr. Achut Gautam Ward No. 7 Haradmaster / Vishokatma Secondary School	<ul style="list-style-type: none"> • Do not carry goods during school opening and closing time. • When cutting and storing things, it should be done in such a way that it does not affect the school. • Spread water time to time and adopt no horn policy. 	The suggestion is address on DPR and ESMP.
26 th Sep, 2023	Key Informant Interview	Mrs. Laxmi Sharma Ward No. 7	<ul style="list-style-type: none"> • I hope the construction work complete in time with best quality. • Manage sanitation while construction period. 	It is sure that all comment address on construction phase.

Date	Consultation type	Composition of participants	Issues raised	Response from project
		Teacher/ Titaure		
26 th Sep, 2023	Key Informant Interview	Mr. Jayaram Sharma Ward No. 7 Driver/ Titaure	<ul style="list-style-type: none"> I hope construction work will be start as fast as possible and finish in time with good quality. Manage dust while construction period. Priorities local people for labor. 	It is sure that all comment address on construction phase.
26 th Sep, 2023	Key Informant Interview	Mr, Mahendra Prakash Sharma Ward No. 7 HP In charge	<ul style="list-style-type: none"> Due to the fact that the ground below the Mulpani HP building is weak and landslides occur every year, proper arrangements should be made. 	It is sure that all comment address on DPR.
26 th Sep, 2023	Key Informant Interview	Mr. Tuk Bdr.Gaire Ward No. 7 Chairperson Kalimati Tole development Committee	<ul style="list-style-type: none"> Manage irrigation cannel and DWSS Structure. Manage dust and smoke, avoid on sensory noise. Speed limit on vehicles. 	Manage all comment while construction work progress.
26 th Sep, 2023	Key Informant Interview	Mr. Bikash Bishokarma Ward No. 7 Shopkeeper / Kalimati	<ul style="list-style-type: none"> Manage DWSS Structure. Structure must built best quality. Construction work complete as fast as possible. 	Manage all comment while construction work progress.
27 th Sep, 2023	Key Informant Interview	Mr. Subash Kandel Ward No. 7 Headmaster Mulpani Secondary School	<ul style="list-style-type: none"> As this road has benefited all the communities in this area, I would like to express my gratitude to the supporting donor organizations. I request to make a pitch or slope from the main road to the gate of the school. Make Signboard and zebra cross in school area. It is requested to make an arrangement to stop the flood coming from the main road at the school entrance. 	The suggestion is address on DPR and ESMP.

Date	Consultation type	Composition of participants	Issues raised	Response from project
			<ul style="list-style-type: none"> It is requested to arrange the playground near the main road. 	
27 th Sep, 2023	Key Informant Interview	Mr. Yam Pd. Gautam Ward No. 7 Headmaster/ Jyotipunja Primary School	<ul style="list-style-type: none"> Make road main road to school. Make retaining wall to protect school. Adopt no horn policy, work school off hour on the school area. 	The suggestion is address on DPR and ESMP.
27 th Sep, 2023	Key Informant Interview	Mr. Om Raj Sharma Ward No. 7 Farmer/ Radha Krishna Tole	<ul style="list-style-type: none"> Road must build good quality. Make sure on sanitation Increase local level employments. 	Manage all comment while construction work progress.
27 th Sep, 2023	Key Informant Interview	Mr. Tejraj Sharma Ward No. 7 Retired Officer Law	<ul style="list-style-type: none"> The house was not damaged, Drainage should be good Special attention on environment. 	Manage all comment while construction work progress.
27 th Sep, 2023	Key Informant Interview	Mr. Tank Pd. Jaisi Ward No.7, Farmer Dhikichaur Tole	<ul style="list-style-type: none"> Do not quarrel and help when making the road. 	Thank your kind support.
27 th Sep, 2023	Key Informant Interview	Mrs. Fulmaya BK Ward No. 7, Farmer Dhikichaur Tole	<ul style="list-style-type: none"> The house was not damaged, some parts already been damaged. Get employed opportunity for women. Make Best quality road. 	

Date	Consultation type	Composition of participants	Issues raised	Response from project
16 th Jan 2024	Key Informant Interview	Mr. Budhe Magar, Local	<ul style="list-style-type: none"> • Employment opportunity • Dust reduction during construction • No Noise pollution • Social and Cultural aspect must be preserved. 	The suggestion includes on ESMP
16 th Jan 2024	Key Informant Interview	Mrs Mina Magar, Local, Pragati Tole	<ul style="list-style-type: none"> • Water spraying during construction • Employment opportunity to locals • No any structure loss. • Training to women for livelihood improvement. 	The suggestion includes on ESMP
25 th September, 2023	FGD – Ward 7	Ward no 7, DWSS, 4 participants with 3 females	<ul style="list-style-type: none"> • Agree to using water temporarily during road construction. • Using water temporarily during road construction. • During the construction of the road, if there is any damage to the drinking water structure, it will be reconstructed after the completion of the road. 	The suggestion includes on ESMP.
25 th September, 2023	FGD – Ward 7	Ward No. 7, Pragati Tole, 11 participants, 8 Dalit people	<ul style="list-style-type: none"> • The project should accomplish with quality as soon as possible. • Local people must be employed on road construction. • Safe environment while working. 	The suggestion include on ESMP.
26 th September, 2023	FGD – Ward 7	Ward No. 7, Vishokarma Secondary School, 11 Participants with 6 female teachers	<ul style="list-style-type: none"> • First of all thank you for our suggestion collection. • Construction of roads within school premises should be done on public holidays. • If necessary, the school will coordinate for holidays. • Use off hour for construction work on the school area. 	The suggestion include on ESMP.
26 th September, 2023	FGD – Ward 7	Ward No. 7, Kalimati Tole Development Committee, 7 participants	<ul style="list-style-type: none"> • We are glad to know road construction. • Dust and smoke control. • Make road without damaging any infrastructures. • Make good quality road. 	All the comments are address in DPR and ESMP

Date	Consultation type	Composition of participants	Issues raised	Response from project
		with 1 Dalit Participant.		
27 th September, 2023	FGD – Ward 7	Ward No. 7, Mulpani Secondary School, 11 participants with 7 females	<ul style="list-style-type: none"> We request to make a pitch or slope from the main road to the gate of the school. Make Signboard and zebra cross in school area. It is requested to make an arrangement to stop the flood coming from the main road at the school entrance. It is requested to arrange the playground near the main road. 	All the comments are address in DPR and ESMP
27 th September, 2023	FGD – Ward 7	Ward No.7, Radha Krishna Tole, 10 participants with 4 females.	<ul style="list-style-type: none"> Make good quality road in time. Make local level employment. Aware in sanitation. 	The comment address on construction period.
27 th September, 2023	FGD – Ward 7	Ward No.7, Dhikichaur Tole, 9 participants with 6 Dalit women.	<ul style="list-style-type: none"> Make good quality road in time. Local people must employed on road construction If infrastructure dismantled make them as soon as possible. If project provide some training life being easier. 	All the comments are address in DPR and ESMP
24 th September, 2023	FGD – Ward 7	Ward No. 7, Kapre DWSS, 7 Participants with 2 female members.	<ul style="list-style-type: none"> During the implementation of the project, the project should be carried out keeping water as a priority, but after the completion of the project, the damaged area should be reconstructed and handed over by the project. 	The comment address on construction phase
25 th September, 2023	FGD – Ward 7	Ward No. 7, Shrijanshil Women Group, 11 participants.	<ul style="list-style-type: none"> Make good quality and durable. No disturb any Infrastructure. If project provide some training life being easier. 	The comment address on construction phase

Date	Consultation type	Composition of participants	Issues raised	Response from project
25 th September, 2023	FGD – Ward 7	Ward No. 7, Banchha Dandakhet Tole D.C., 11 participants with 5 Female	<ul style="list-style-type: none"> No any conflict in road construction. Manage foot trail, sewer, DWSS ect. Making the old structures stay the same. 	All the comments are address in DPR and ESMP
16 th Jan 2024	FGD – Ward 7	Locals all IPs, 8 Participants (5 Male 3 Female)	<ul style="list-style-type: none"> Environment aspect must be considered. No noise pollution in school area. Employment opportunity to Locals Training to Women. 	All the comments are address in DPR and ESMP
24-Sep-23	Meeting	Kavre Bhagawoti tole, 16 participants with 2 Female	<ul style="list-style-type: none"> No any obstacles to road construction Water must be sprayed. No any structure loss. Precaution should be taken to water supply pipelines 	All concerns are addressed in ESMP.
26-Sep-23	Meeting	Kalimati Tole development Committee (15 participants with 3 Dalit)	<ul style="list-style-type: none"> Water must be sprayed Precaution should be taken to water supply pipelines 	All concerns are addressed in ESMP.
16 Jan 2024	Meeting	Locals, 15 Participants including 8 IPs (10 Male, 5 Female)	<ul style="list-style-type: none"> No any obstacles to road construction Water must be sprayed at least two times a day. Precaution should be taken to water supply pipelines 	All concerns are addressed in ESMP.

Annex IX: Photographs

Photographs of Mulpani School Hararchaur Kalimati Titaura Road: Consultations



Consultation with kabre bhagwati tole (Ch 0+800)



Consultation with Locals (Ch 2+600)



Consultation with kalimati tole (Ch 4+800)



Consultation with Locals: Titaure tole (Ch 7+700)



Consultation with Bishwakarma school Teachers



Consultation with Locals in Mulpani Road

Photographs: Project area

	
Ch 0+000 (Start point)	Ch 0+460
	
Ch 1+750	Ch 3+460
	
Ch 4+720 (Biswokarma secondary School, kalimati)	Ch 5+760 Narrow section/Land slide (left side)



Ch 6+100



Ch 7+500



Ch 8+300



Ch 8+560 End Point (Two road junction at Danbisauna)

Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

Upgradation of Majhibasti - Niraheghat Road (1.62Km)

Baglung Municipality
Baglung, Gandaki Province
Nepal

March, 2024

EXECUTIVE SUMMARY

Introduction

The upgrading of 1.62 km long Majhibasti - Niraheghat Road in Baglung Municipality starts from Majhibasti Chautara (a point in Pokhara Baglung Highway) and ends at Niraheghat (Ch 1+620) which is the cultural crematory ground (area) of the Baglung City. There are no settlements that adjoins this road but the integrated settlement of Majhi community lies around 30 m away from this alignment from chainage 0+420. Likewise, some structures that do not adjoin this alignment but are located near this alignment include Manav Sewa Ashram, Baglung Old Age Home, and two temples. The proposed roads starting point coordinates are Easting 755885.765m, Northing 3129009.006m and elevation 798.453m, end point coordinates are Easting 755553.442m, Northing 3130396.036 and elevation 770.189m. This road only passes through ward number 1 of Baglung Municipality. The proposed subproject is located in hilly area and passes mainly through mixed land use having rural settlement and cultivated land. The alignment does not cross any rivers and streams however Kaligandaki river bank is present right side of the alignment from chainage 0+960 to 1+620 and Ramrekha community forest is present along the left side (Hill side, chainage 0+090 to 0+280 and 0+650 to 0+960) of the alignment but there is no disturbance to community forest because existing width is sufficient for upgradation of road. It is anticipated that the implementation of sub-project will further enhance infrastructure development and institutional capacity of the municipality. The project alignment does not run through other ecologically sensitive area such as protected area, conservation area, wetland, national parks etc.

Baseline Information

The subproject is located in Mountain and partially Hilly Area of Lesser Himalaya at the altitude of 798.453m to 770.189m altitude from sea level. The project area has Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. The average annual rainfall in this area is 1090.1mm. Road alignment does not cross any major river and streams however rainwater is discharged in natural gully. The sub-surface strata of the project area primarily consist of alluvium boulders, gravels, sands and clay and the liquefaction analysis indicates that the site is not susceptible to liquefaction. Most of the area of present land use of Baglung Municipality includes cultivated land. The air and noise quality of surrounding areas is affected by the local city vehicles and the noise created in the road section. The Noise and air quality of project area were tested and found within government Standards. During the construction of the road, vehicular circulation along the road is likely to be disturbed. Ramrekha community forest is present along the left side (Hill side, chainage 0+090 to 0+280 and 0+650 to 0+960) of the alignment. In project area there are different types of the tree species found, some of them are Sissoo (*Dalbergia Sissoo*), Paiyo (*Prunus cerasoides*), Pipal (*Ficus religiosa*), Utis (*Alnus nepalensis*), Sallo (*Pinus roxburghii*) and Dabdabe (*Burseraceae*). Also, 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.

The total population of the Baglung District is 249,211 and the number of households is 64153. The average household size of the district is 3.88, which is lower than that of the national average (4.37). The total population of Baglung Municipality is 56102 and total household is 15924. The average household size of the Municipality is 3.53 which is higher than that of district household size (3.88). The male and female population of the municipality is 26080 and 30022 respectively and sex ratio is 86.87. The major ethnic and caste representation in the area is Majhi. The majority the people of this area are mainly involved in agricultural based work, labor work and foreign employment for livelihood. The total population and household of project affected ward (ward no. 1) is 4746 (Male 2275 and female 2471) and 1361 respectively. The average household size of the project wards is 3.49. The sex ratio of the project wards 92.07. Water supply pipelines of Damaru

khola Parwat water supply and sanitation user committee provides drinking water supply in this area but no integrated wastewater disposal system in the municipality. Shifting of 23 electric poles has been proposed and one tap stand need to be managed during construction.

There are few issues related to the GBV, SEA/SH were identified from field survey and records of nearby Police Office. Necessary mitigation programs have been planned and will implement during construction of sub project. The most prioritized issues on violence for planning of mitigation program are Domestic violence (physical, mental abuse and economic violence) and Rape/Attempt to Rape and child abuse.

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

The Direct Impact area of the project is considered as the 8 meter ROW of the subproject for the entire length of the road. Similarly, the indirect impact falls within 50 meters from the edge of the RoW. Environmental and social checklists were used for screening and summarizing the overall impacts. The site-specific impacts in construction and operation phases are included in this report. Some of the impacts include:

Beneficial Impacts from the Project Implementation

The sub projects's immediate beneficial impacts from the project in the construction phase are generation of employment opportunities for the local people. The project will give priority to the poor, ethnic and disadvantaged local people for employment opportunity. Other beneficial impacts include enhancement of local business, accessibility to market centers and social services, development in skills of local people and involvement in the construction of the project. As the end point of the road is cultural crematory ground (area) of the Baglung City, thus people who travel in this place will benefit by this sub project. Once the proposed access road is in operation, it will offer comfortable and quick access to markets and to get social services. Increased access and transportation opportunities will improve the quality of life of the people of the area. Moreover this will promote the small agro based industries that uses local resources. Easy access and opportunity of better transportation system will develop education, health, market, tourism, bank and other socio-economic sectors. The better land network will increase land values that will be beneficial to local people.

Adverse Impacts from the Project Implementation

The cutting of slopes of hill side of road and disposal of soil, stockpiling of construction materials and earth material might result in erosion and landslide during construction and operation phase. Due to heavy equipment use for construction there is chance of air pollution and noise pollution. During operation phase, vehicular movement, flowing water on the side drain of the road might cause erosion of soil on adjacent agricultural land. The operation of this road may result in expansion of settlement area and market which may increase encroachment of RoW. Similarly, the increase in dust, smoke and smoke of vehicles can increase air and noise pollution to some extent.

Mitigation Measures

The various benefit augmentation measures and adverse impact mitigation measures have been proposed in the report to make this project environment friendly. Display appropriate signage for use during construction

and implementation of the project to enhance awareness creation on the potential hazards of the project and carry out site management practice such as the fencing around work area and road signage also Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign. Necessary measures will be taken to reduce the adverse effects on environment. At construction site, the workers will be insured and provided with first aid facilities and safety equipments such as PPE, separate camps for male and female workers having well managed sanitation facilities. For plantation, local species of plant will be given priority. Appropriate bio/civil engineering structures will be adopted to protect the environment and to stabilize the slopes along the road. Proper maintenance and proper drain system will be provided to prevent accumulation of water on the nearby agricultural lands during operation. Adequate road safety measures like information and warning signs will be established to minimize road accident. For safeguard the existing tap stand present in the alignment at chainage 1+020, the necessary protection works during construction has been managed.

Sexual exploitation/Assault/Harassment Prevention and response Action Plan

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.

Environment and Social Management Plan

The Environmental and Social Management Plan (ESMP) has been proposed with this report including issues identified, possible effects and impacts, measures for their mitigation, monitoring methods. The mitigation cost for environmental and social impacts in construction and operation phases are included in report. During construction period, there will be minimum disturbance on drinking water which is easily mitigated by taking precaution. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. Different monitoring indicators on the physical, biological, socio-economic and cultural environment have also been identified. The project along with the stakeholders will monitor during reconstruction and operation phase. For safeguard the existing tap stand present in the alignment at chainage 1+020, the necessary protection works during construction has been proposed. Project-related grievances will be addressed through grievance redress mechanism (GRM) established for the project for the uptake and timely response on stakeholders' query and concerns about sub project. Also, for mitigation of GBV, SEA/SH present with in the project area, the necessary orientation, workshops and trainings has been proposed in this ESMP report.

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 Baglung 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 safeguards specialists.

कार्यकारी सारांश

परिचय

बाग्लुङ्ग नगरपालिकाको १.६२ कि.मी. लम्बाइको माझिवस्ती निरहेघाट सडकको स्तरोन्नती कार्य पोखरा बाग्लुङ्ग राजमार्गको माझिवस्ती चौतारा (चेनेज ०+००० मि. र पूर्वान्तर ७५५८८५.७६५ मी. उत्तरान्तर ३१२९००९.००६ मी., उचाई ७९८.४५३ मि.) वाट सुरु भएर निरहेघाट (चेनेज १+६२० मि. र पूर्वान्तर ७५५५५३.४४२मि. उत्तरान्तर ३१३०३९६.०३६ मि., उचाई ७७०.१८९ मि.) मा समाप्त हुन्छ जुन बाग्लुङ्ग शहरको सांस्कृतिक श्मशानघाट (क्षेत्र) हो। यो सडक बाग्लुङ्ग नगरपालिकाको बडा न. १ हुदै जान्छ। यो सडकसँग जोडिएको कुनै पनि बस्ती छैन तर माझी समुदायको एकीकृत बस्ती चेनेज ०+४२० मा एलाइनमेन्टबाट करिब ३० मिटर को दूरीमा पर्छ । त्यस्तै, यो एलाइनमेन्टसँग नजोडिएका तर यो एलाइनमेन्टनजिकै रहेका केही संरचनामा मानव सेवा आश्रम, बाग्लुङ्ग वृद्धाश्रम र दुई वटा मन्दिर रहेका छन्। प्रस्तावित उपआयोजना पहाडी क्षेत्रमा अवस्थित छ र मुख्यतया ग्रामीण बस्ती र खेतीयोग्य जमिन भएको मिश्रित भू-उपयोगबाट गुञ्जन्छ। एलाइनमेन्टले कुनै पनि नदी नाला पार गर्दैन तर कालीगण्डकी नदी किनार चेनेज ०+९६० देखि १+६२० सम्मको एलाइनमेन्टको दायौँपट्टि र रामरेखा सामुदायिक वन बायाँपट्टि (हिलसाइड, चेनेज ०+०९० देखि ०+२८० र ०+६५० देखि ०+९६०) अवस्थित छ। सडक स्तरोन्नतिका लागि विद्यमान चौडाइ पर्याप्त भएकाले सामुदायिक वनमा कुनै असर पर्दैन। यस उपआयोजनाले नगरपालिकाको शहरी विकास योजना, पूर्वाधार बिकास र संस्थागत विकासमा नगरपालिकाको क्षमतामा सहयोग पुर्याउने अपेक्षा गरिएको छ । प्रस्तावित आयोजना कुनै पनि संरक्षित क्षेत्र जस्तै राष्ट्रिय निकुन्ज, अरक्षण क्षेत्र आदि हुंदै जाँदैन ।

विद्यमान अवस्था

समुन्द्री सतहदेखि ६५० मिटरदेखि २६५० मिटरको उचाईमा रहेको यो उपआयोजना लेसर हिमालयको पर्वतीय र आंशिक पहाडी क्षेत्रमा अवस्थित छ । आयोजना क्षेत्रको औसत तापक्रम अधिकतम २६ डिग्री सेल्सियस र न्यूनतम १९ डिग्री सेल्सियस रहेको छ । यस क्षेत्रमा औसत वार्षिक वर्षा १०९०.१ मिलिमिटर रहेको छ। सडक एलाइनमेन्टले कुनै पनि प्रमुख नदी र खोलाहरू पार गर्दैन तर वर्षाको पानी प्राकृतिक गल्लीहरू भएर बग्छ। परियोजना क्षेत्रको उप-सतह स्तरहरूमा मुख्यतया एलुभियम बोल्डरहरू, ग्राभेलहरू, बालुवा र माटोहरू रहेको छ। बाग्लुङ्ग नगरपालिकाको हालको भूउपयोगको अधिकांश क्षेत्रफलमा खेतीयोग्य जमिन रहेको छ। प्रस्तावित सडक एलाइनमेन्ट र सडकको क्षेत्राधिकारमा पहिरो/बाढी तथा अन्य विपद् जोखिम युक्त क्षेत्र छैन। एलाइनमेन्टले कुनै पनि नदी नाला पार गर्दैन तर कालीगण्डकी नदी किनार चेनेज ०+९६० देखि १+६२० सम्मको एलाइनमेन्टको दायौँपट्टि र रामरेखा सामुदायिक वन बायाँपट्टि (हिलसाइड, चेनेज ०+०९० देखि ०+२८० र ०+६५० देखि ०+९६०) अवस्थित छ। आयोजना क्षेत्रको हावामा स्थानिय सवारी साधनवाट असर पर्ने र उक्त सवारीसाधन वाट ध्वनिमा असर पर्ने भएपनि ध्वनि गुणस्तर सीमा भित्रनै पाइएको छ । परियोजना क्षेत्रको आवाज र हावा सरकारी मापदण्ड भित्र रहेको छ । सडक निर्माणको क्रममा सो सडकमा सवारी साधनको आवागमनमा बाधा पुग्ने सम्भावना रहन्छ । सिसौ, पैँयु, पिपल, उतिस, सल्लो र दबदवे आयोजना क्षेत्रमा पाइने प्रमुख रूख प्रजातिहरू हुन् साथै आयोजनाले जंगली जीवन, एभियन जीवजन्तु, जलीय जीवन र सरीसृपमा कुनै प्रभाव पर्ने छैन।

बाग्लुङ्ग नगरपालिकाको कुल जनसङ्ख्या ५६१०२ रहेको छ भने कुल घरधुरी १५९२४ रहेको छ। नगरपालिकाको औसत घरधुरी को आकार ३.५३ छ जुन जिल्लाको परिवारको आकार (३.८८) भन्दा कम छ । यस नगरपालिकाको पुरुष र महिलाको जनसङ्ख्या क्रमशः २६०८० र ३००२२ रहेको छ भने लिंग अनुपात ८६.८७ रहेको छ । आयोजना प्रभावित वडा नम्बर १ को कुल जनसंख्या र घरधुरी क्रमशः ४७४६ र १३६१ रहेको छ । परियोजना वार्डहरूको औसत घरको आकार ३.४९ छ। आयोजनाको वडाको कुल पुरुष जनसंख्या २२७५ र महिला वडाको कुल जनसंख्या २४७९ रहेको छ। परियोजना सञ्चालन हुने बडाहरूको लिंग अनुपात ९२.०७ रहेको छ। आयोजना क्षेत्रमा माझी जातजातिको मात्र बसोबास छ । धर्मको हिसाबले हिन्दू र इसाई धर्मावलम्बीको बसोबास छ । यस क्षेत्रभिका अधिकांश मानिसहरू मुख्यतया जीविकोपार्जनका लागि कृषिमा आधारित काम, व्यापार, श्रमिक र वैदेशिक रोजगारीमा संलग्न छन्। डमरु खोला पर्वत खानेपानी समितिको पाइप लाइनबाट यस क्षेत्रमा खानेपानी आपूर्ति भए पनि एकीकृत फोहर मैला व्यवस्थापन प्रणाली छैन । सडक निर्माण हुने क्षेत्र भित्र रहेको २३ वटा विद्युतको पोल सार्नु पर्ने देखिन्छ साथै निर्माणको क्रममा एउटा धाराको व्यवस्थापन गर्नुपर्नेछ ।

यौन शोषण तथा दुर्व्यवहार, लैङ्गिक हिंसा सम्बन्धित केही विषयहरू फिल्ड सर्भे र नजिकैको प्रहरी कार्यालयको रेकर्डबाट पहिचान गरिएको छ। घरेलु हिंसा (शारीरिक, मानसिक, आर्थिक), बलात्कार/यौन हिंसा र बाल हिंसा आयोजना प्रभावित क्षेत्रमा बिध्यमान 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 एवम् 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।

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

परियोजनाको प्रत्यक्ष प्रभाव क्षेत्र सडकको सम्पूर्ण लम्बाइको लागि उप आयोजनाको सडकको क्षेत्राधिकार ८ मिटर रहेको छ। त्यस्तै, अप्रत्यक्ष प्रभाव सडकको क्षेत्राधिकार किनाराबाट ५० मिटरभित्र पर्छ। प्रभावहरूको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ । स्थान विशेषको प्रभावहरू वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन मा समावेश गरिएका छन्। केही प्रभावहरू निम्नानुसार छन्।

उप आयोजना कार्यान्वयनबाट पर्ने सकारात्मक प्रभाव

यस उप आयोजनाले गरिब, जातीय अल्पसङ्ख्यक र विपन्न स्थानीयका लागि रोजगारीलाई प्राथमिकता दिई स्थानीय बासिन्दाका लागि रोजगारीको अवसर सिर्जना तथा आर्थिक सशक्तीकरणमा योगदान गर्नेछ । अन्य लाभकारी प्रभावहरूमा स्थानीय व्यवसायको वृद्धि, सुधारिएको पहुँच र मानिसहरूको सीप विकास समावेश छ। निर्माणमा सक्रिय रूपमा भाग लिने स्थानीय व्यक्तिहरूले बहुमूल्य सीप र अनुभव प्राप्त गर्नेछन्। यी सीपहरूले उनीहरूको व्यक्तिगत विकास र रोजगारमा योगदान पुर्‍याउँछ। सडकको अन्तिम बिन्दु बागलुङ नगरको सांस्कृतिक शवदाहगृह (क्षेत्र) भएकाले यस उपआयोजनाबाट यस क्षेत्रमा आवतजावत गर्ने मानिसहरू लाभान्वित हुनेछन्। सडक पूर्वाधारले बजार र सामाजिक सेवाहरूमा पहुँच बढाउन महत्वपूर्ण भूमिका खेल्छ। सुधारिएको यातायात सुविधाले यस क्षेत्रका बासिन्दाहरूको लागि जीवनको राम्रो गुणस्तरको

नेतृत्व गर्दछ। कुशल यातायात प्रणालीको उपलब्धताले शिक्षा, स्वास्थ्य सेवा, पर्यटन र अन्य सामाजिक-आर्थिक क्षेत्रमा सकारात्मक प्रभाव पार्न सक्छ। यसबाहेक, विस्तारित सडक सञ्जालले स्थानीय समुदायलाई फाइदा पुऱ्याउँदै जमिनको मूल्य वृद्धि गर्न योगदान पुऱ्याउँछ।

उप आयोजना कार्यान्वयनबाट पर्नसक्ने नकरात्मक प्रभावहरु

सडक निर्माणले गर्दा निस्कने माटो र निर्माण सामग्री को भण्डारणले गर्दा सडक निर्माण र सञ्चालनको समयमा पहिरो जान सक्छ। धुलो, ध्वनि तथा निर्माण कार्यमा प्रयोग हुने हेभी इक्विपमेन्टका कारण वायु प्रदूषण र ध्वनि प्रदूषणको सम्भावना हुन्छ। सञ्चालनको चरणमा सवारी आवागमन, सडकको छेउछाउको नालीमा बगेको पानीले छेउछाउको खेतीयोग्य जमिनमा माटो कटान हुन सक्छ। निर्माण कर्मीहरूको अचानक वृद्धिले सार्वजनिक पूर्वाधार जस्तै सडक, खानेपानी आपूर्ति, परियोजना क्षेत्रको सरसफाइमा असर पार्न सक्छ। सवारी आवागमन, सडकको छेउछाउको नालीमा बगेको पानीले छेउछाउको खेतीयोग्य जमिनमा माटो कटान हुन सक्छ। यो सडक सञ्चालनमा आएपछि बस्ती क्षेत्र र बजार को विस्तार हुन जान्छ जसले सडकको क्षेत्राधिकारको अतिक्रमण बढाउन सक्छ। त्यस्तै सवारी साधनको धुलो, धुवाँ र धुवाँको वृद्धिले वायु र ध्वनि प्रदूषणलाई केही हदसम्म बढाउन सक्छ।

प्रभाव न्यूनीकरणका उपायहरु

वातावरणीय र सामाजिक प्रभावलाई कम गर्न र निर्माण प्रक्रियाको सुरक्षा र दक्षता सुनिश्चित गर्न यस उप आयोजना निर्माणको लागि न्युनिकरण उपायहरु आवश्यक छन्। प्रतिवेदनले यस परियोजनालाई वातावरणमैत्री बनाउने उद्देश्यले लाभ बढाउन र प्रतिकूल प्रभावहरु कम गर्न विभिन्न उपायहरु प्रस्ताव गरेको छ। रोजगारीका अवसरका लागि स्थानीय जनतालाई प्राथमिकता दिइनेछ। वातावरणमा पर्ने प्रतिकूल प्रभावलाई न्यूनीकरण गर्न आवश्यक कदम चालिनेछ। आयोजनाको सम्भावित जोखिमहरूको बारेमा जागरूकता सिर्जना गर्न परियोजनाको निर्माण र कार्यान्वयनको क्रममा प्रयोगको लागि उपयुक्त संकेतहरु र साइट व्यवस्थापन कार्य जस्तै क्याम्प क्षेत्र वरिपरि तारबार, अभियानमार्फत प्रत्यक्ष र अप्रत्यक्ष रूपमा जानकारी प्रदान गरी सुरक्षा, स्वास्थ्य र वातावरणीय मुद्दाहरूको बारेमा जन जागरूकता बढाइनेछ।

कामदारको बीमा गरी प्राथमिक उपचार सुविधा र पीपीईजस्ता सुरक्षा सामग्री उपलब्ध गराइनेछ साथै व्यवस्थित सरसफाई सुविधा भएका पुरुष र महिला कामदारका लागि छुट्टाछुट्टै शिविर स्थापना गरिनेछ। सडकको किनारामा बृक्षारोपणको लागि स्थानीय जातका बिरुवालाई प्राथमिकता दिइनेछ। वातावरण संरक्षण गर्न र सडकको छेउछाउका ढलानहरूलाई यथास्थितिमा स्थिर गर्न उपयुक्त बायो/सिभिल इन्जिनियरिङ संरचनाहरु अपनाइनेछ। सञ्चालनका क्रममा नजिकैको खेतीयोग्य जमिनमा पानी जम्न नदिन ढल निकासको उचित व्यवस्था मिलाइनेछ। सडक दुर्घटना न्यूनीकरणका लागि पर्याप्त सडक सुरक्षाका उपायहरु जस्तै सूचना र चेतावनी संकेतहरु स्थापना गरिनेछ।

यौन शोषण तथा दुर्वसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना

विश्व बैङ्कले नेपाल शहरी शासकीय तथा पूर्वाधार उपआयोजनाको लागि गरिएको यौनिक शोषण, दुर्वसन एवम् यौन दुर्व्यवहार जोखिम मूल्याङ्कनमा आधारमा यस आयोजनाको SEA/SH जोखिमको "न्यून" मूल्याङ्कन गरेको छ। यस मूल्याङ्कनमा आधारित भई आयोजनाको लागि SEA/SH निरोध तथा सम्बोधन कार्ययोजना आयोजनाको लागि SEA/SH रोकथाम तथा सम्बोधन कार्ययोजना बनाइएको छ। यसमा उपआयोजनाको कार्यक्रमले सिर्जना गर्न सक्ने SEA/SH जोखिमहरु निषेध एवम् रोकथाम तथा न्यूनीकरण गर्ने उद्देश्यका निश्चित व्यवस्थाहरु समावेश गरिएका छन्। यस

योजनाले तालिका-१; विश्व बैङ्कले सेप्टेम्बर २०१८ मा प्रकाशित "असल अभ्यास नोट" अनुसार IPF परियोजनाहरूमा SEA/SH जोखिमहरूलाई सम्बोधन गर्न सुझाएको कार्यहरू लाई पनि समावेश गरेको छ।

वातावरण तथा सामाजिक व्यवस्थापन योजना

पहिचान गरिएका मुद्दाहरू, सम्भावित प्रभावहरू, तिनीहरूको न्यूनीकरणका उपायहरू, अनुगमन विधिहरू सहित यो वातावरणीय र सामाजिक व्यवस्थापन योजना रिपोर्ट प्रस्तावित गरिएको छ। निर्माण र सञ्चालन चरणहरूमा वातावरणीय र सामाजिक प्रभावहरूको लागि न्यूनीकरण लागत प्रतिवेदनमा समावेश गरिएको छ। यसबाहेक, पर्यावरणीय र सामाजिक न्यूनीकरण उपायहरू कार्यान्वयन गर्न र अनुगमनको लागि जिम्मेवार एजेन्सीहरू यस मा वातावरणीय र सामाजिक व्यवस्थापन योजना पहिचान गरिएको छ। भौतिक, जैविक, सामाजिक, आर्थिक र सांस्कृतिक वातावरण सम्बन्धी विभिन्न अनुगमन सूचकहरू पनि पहिचान गरिएको छ । आयोजनाले पुनर्निर्माण र सञ्चालनको चरणमा सरोकारवालासँग मिलेर अनुगमन गर्नेछ । चेनेज १+०२० मा एलाइनमेन्टमा अवस्थित विद्यमान धारको सुरक्षाका लागि निर्माणको क्रममा आवश्यक संरक्षण कार्यहरू प्रस्ताव गरिएको छ। सरोकारवालाको जिज्ञासा र चासोको उठान र समयमै जवाफ दिनका लागि गुनासो निवारण संयन्त्र (GRC) मार्फत आयोजनासँग सम्बन्धित गुनासाहरूको सम्बोधन गरिनेछ । उपआयोजना निर्माणका क्रममा GBV, SEA/SH जोखिमहरूलाई आवश्यक न्यूनीकरण गर्न योजना बनाइएको छ । घरेलु हिंसा (शारीरिक, मानसिक, आर्थिक), बलात्कार/यौन हिंसा र बाल हिंसा लाई सबैभन्दा बढी प्राथमिकता दिइ आवश्यक सचेतना तथा तालिमहरूको ब्यवस्था गरिएको छ।

संस्थागत व्यवस्था

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

Acronym

BoQ	: Bill of Quantity
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
CoC	: Code of Conduct
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DUDBC	: Department of Urban Development & Building Construction
EA	: Environmental Assessment
EHS	: Environment, Health and Safety
EPR	: Environmental Protection Rule
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
ILO	: International Labor Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OHS	: Occupational Health & Safety
OP/BP	: Operational Policy/Bank Policy
PCO	: Project Coordination Office
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
PPE	: Personal Protective Equipment
RoW	: Right of Way
SEA/SH	: Sexual Exploitation and Abuse/Sexual Harassment
STD	: Sexually Transmitted Disease
WB	: World Bank
WASH	: Water, Sanitation and Hygiene

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1. PROJECT INTRODUCTION

The Department of Urban Development and Building Construction (DUDBC) under Ministry of Urban Development (MoUD) of Government of Nepal has been executing the Nepal Urban Governance and Infrastructure Project (NUGIP) within the strategic framework for urban development envisaged in National Urban Development Strategy since the fiscal year 2077/78 B.S. The Project Development Objective (PDO) of NUGIP is to strengthen institutional capacity in participating municipalities for strategic municipal infrastructure and service delivery. In particular, NUGIP will aim at: a) improving access to core municipal services (includes expansion of coverage, and construction and rehabilitation of basic infrastructure systems, e.g., urban roads & storm water drainage etc) in participating municipalities; b) strengthening planning, budgeting and implementation systems for municipal service delivery; and c) strengthening municipal finances and financial management systems.

The DPR of *Upgradation Works of Majhibasti - Niraheghat Road* in Baglung municipality has been prepared as per the Contract between the Office of the Municipal Executive of Baglung Municipality; Nepal Urban Governance and Infrastructure Project (NUGIP) (Client) and Cosmopolitan Consultant & Technical Education Center P. Ltd.(C2TECH) Joint Venture with Garima International Design Associates Nepal P. Ltd. (GIDAN) In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd which have entered into the agreement, for performing work REF No: NP-DUDBC-216352-CS-QCBS to provide services on Detailed Engineering Design and Construction Supervision (DSC) covering the upgradation and rehabilitation works. 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.

The study for Environmental and Social Management Plan (ESMP) of Upgradation Works of Majhibasti - Niraheghat Road in Baglung municipality was conducted from September 2023. The study and preparation of the this ESMP is guided by the Environmental and Social Management Framework (ESMF) for NUGIP.

Sub Project Title	Upgradation of <i>Majhibasti - Niraheghat Road</i>
Estimated Cost:	NPR. 589,912,483.70 (including VAT and contingency) (including proposed three roads cost of Municipality) ESMP cost of Majhibasti road: 1,146,800.00
Start/Completion Date:	March 2024 - July 2025

2. DESCRIPTION OF THE PROJECT SITE

Baglung is a municipality in Gandaki Province, in western Nepal, 275 km west of Kathmandu. It is the administrative headquarters of Baglung District. Baglung serves as the major center for business, finance, education, service and healthcare for the people of mid-Kali Gandaki valley that encompass Beni, Jaljala, Baglung, Kushma, Kathekhola, Galkot, Phalewas and Jaimuni local levels. The city is located at the cross-section of Kaligandaki corridor highway and Midhill highway that transverse Nepal in north-south and east-west directions respectively.

The Baglung municipality is located in the eastern region of Baglung District, a hilly district in central Nepal from a geographical point of view. In the coastal area of Kaligandaki river, in the shadow of Dhaulagiri Mountain. Also, Baglung is a gateway to Mustang and Dhaulagiri Mountain peak. The municipality have area of 98.01 square kilometers. It is located between 28° 16' to 28° 27' north longitude and 83° 35' to 83° 58' east latitudes. According to the census of 2078, there are 12924 HHs and 16399 families having total population of 57030, with 26,588 males and 30,442 females. This municipality is divided into 14 wards. The elevation of this municipality varies from 650m to 2600m altitude from sea level.

2.1 Location of the project

The alignment starts from Majhibasti Chautara (a point in Pokhara Baglung Highway) and ends at Niraheghat (Ch 1+620) which is the cultural crematory ground (area) of the Baglung City. There are no settlements that adjoins this road but the integrated settlement of Majhi community lies around 30 m away from this alignment from chainage 0+420. Likewise, some structures that do not adjoin this alignment but are located near this alignment include Manav Sewa Ashram, Baglung Old Age Home, and two temples. The overall length of the proposed road is 1.62 km and covers ward number 1 of the municipality. The ROW of the proposed roads is 8 m. Its starting point coordinates are Easting 755885.765m, Northing 3129009.006m and elevation 798.453m, end point coordinates are Easting 755553.442m, Northing 3130396.036 and elevation 770.189m. The proposed subproject is located in hilly area and passes mainly through mixed land use having rural settlement and cultivated land.

2.2 Land use

From the survey carried out along the alignment, it is found that the alignment passes alongside the settlement areas, small portion of forest, and agricultural land. The RoW has been declared on 2072/03/22BS. However, the upgrading work for the road sub-project will be limited within the existing road width in public use. The existing road width is clear in terms of private/temporary structures and doesn't requires additional land taking. . Also, the proposed road is existing open track and vehicles are plying throughout the alignment. RoW related documents are attached in **Annex II**.

2.3 Topography and Hydrology

The settlement of this municipality lies in the Mountainous and partly Hilly Area of Lesser Himalaya. The altitude of the municipality is 1020m from sea level. Most of the municipality is covered by the hills. Kaligandaki River is located on its eastern site. Baglung enjoys warm summers and mild winters. Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. Highs above 35C (95 °F) and lows below 0C (32 °F) are rare. Rainfall is heavily affected by the monsoon and most of it occurs during the months of June through September. Rest of the year is mostly dry and sunny. Due to large topographic variation

climate ranging from hot subtropical to temperate montage climate can be experienced within the municipality limits. Road alignment does not cross any major river and streams however Kaligandaki river bank is present right side of the alignment from chainage 0+960 to 1+620, necessary mitigation measures (Retaining wall: Gabion and Masonry, Bio engineering) are proposed in the DPR and also presented in ESMP matrix of this report.

Rainfall data for the section of the road is chosen from rain-gauging stations at Baglung, Index no. 605 which is available near the project area for the rainfall analysis. The annual series of maximum daily rainfalls are collected from Department of Hydrology and Meteorology in digital form which is used for analysis of sizes of side drain and cross drain. The latitude, longitude and elevations of the nearest station are shown in **Table 2-1**.

Table 2-1 :Details of Hydrology Station near Baglung Municipality

Station Name	Index no.	Latitude	Longitude	Elevation (m)	MAMDR	Record length (Yrs)
Baglung	605	28°15'49.407"N	83°36'9.258"E	964	85.74	30

2.4 Climate and Vegetation

In this Baglung Municipal area, upper tropical to sub-tropical regional climate is found and climate is Humid. Hot weather is felt from Chaitra to Jestha month. During this season, the temperature rises up to 37.5°C. Average temperature of Baglung is 26.6°C in summer and 19.1°C in winter and sometimes drops to as low as 0°C. From middle of Ashad to the month of Ashwin, the monsoon rain causes floods in in the rivers and seasonal stream (Khahare) causing disaster in the surrounding area. The average annual rainfall in this area is 1090.1mm. Monsoon rain occurs from the month of Ashad to month of Ashwin.

The alignment does not cross any rivers and streams however one community forest is present along the left side of the alignment. The chainage of forest area is 0+090 to 0+280 and 0+650 to 0+960. Ramrekha community forest is present in alignment of the road along hill side. In community forest area, there is a sufficient width (8m) of road is available for upgradation. The necessary consultation with forest user groups were done and minutes with Municipal ward office letter are attached in **Annex II and Annex IX** respectively. In project area there are different types of the tree species found, some of them are presented in below **Table 2-2**. Also, 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 birds and wild animals.

Table 2-2: Major tree species found in the surroundings of the project area

SN	Scientific Name	Common Name	Remarks
1.	<i>Dalbergia Sissoo</i>	Sissoo	
2.	<i>Prunus cerasoides</i>	Paiyo	
3.	<i>Ficus religiosa</i>	Pipal	
4.	<i>Alnus nepalensis</i>	Utis	
5.	<i>Pinus roxburghii</i>	Sallo	
6.	<i>Burseraceae</i>	Dabdabe	

2.5 Air Quality

Air quality of the project area was tested by instrument. The real time based 24 hours average TSP, PM10, PM2.5 and CO were 154.1µg/m³, 67.8µg/m³, 18.6µg/m³ and 230µg/m³ respectively at the site. The observed values are within the prescribed limit of NAAQS 2012 for the respective air quality parameters. The air quality test report is presented in **Annex V**.

The main construction activities that cause air pollution are earthworks excavation, asphalt plants operations and vehicle movement. These activities generate dust, which directly affect the air quality. In addition, vehicles and machinery emit smoke and fine particles. These substances will increase the local air pollution significantly during the construction stage. Burning of fossil fuels will result air pollution due to emission of sulfur oxides (SO_x), nitrogen oxide (NO_x), carbon dioxide (CO₂) and particulates.

For maintaining the quality of air in construction site, during construction, water -will be sprayed on the road surface at Majhibasti. Niraheghat area and personal protective equipment (PPE) for the construction workers will be provided. The construction vehicles will be well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. Similarly, all construction plants should adhere to emission regulation. The vehicles carrying construction materials should ensure that it is well sealed and covered so as to avoid littering. The anticipated cost and specific conditions related to air pollution containment are included in the construction contract

2.6 Water Quality

The water samples were collected from the project affected areas and tested in laboratory. There are no any natural water bodies existed along the proposed alignment However local community takes drinking water from nearby Nareghat mul. Thus, we have tested the water sample of existing community water supply sources from Nareghat mul (spring). The water quality report was found complied with National Drinking Water Quality Standards /GoN. The detail of water quality test report is enclosed in **Annex V**.

The construction debris, paints, oil and grease are likely to create water pollution both surface and subsurface. The dust and silt from the construction sites will also create water pollution of the receiving streams. If workers living in tents/camps do not have access to toilet facilities, open defecation may be practiced, which may contaminate water sources, causing health problems. The anticipated impacts on water pollution such as eutrophication, spreading of water born diseases, effect on downstream aquatic life will be direct in nature, low in magnitude, local in extent and of short-term in duration.

Spoil should be disposed off at designated spoil sites only. An open public space (Easting 755475.13m E, Northing 3130280.21m N) located around 20m from chainage 1+510, with area of around 1.5ropani has been proposed as spoil disposal site (further detail are presented in section 3.4). Also, contractor will propose spoil management site in their CESMP and will approve by PIU and DSC and efforts should be made to minimize such waste as far as possible through reuse, reduction, and recycling concepts. Similarly, the contamination of water by the use of cement and bitumen should be avoided and strongly monitored by contractors, PIU and DSC. The Contractor needs to arrange for sufficient water supplies and proper sanitation facilities for its labor force. Separate arrangements for water supply and sanitation facilities are necessary for work camp and labor camps. The anticipated cost and specific conditions related to water pollution containment are included in the construction contract

2.7 Noise level

The daytime and night time observed sound pressure level at the monitoring site were 46.9dB(A) and 42.9B(A) respectively. The observed daytime and nighttime average sound pressure levels complied the prescribed limits of GoN- Noise level standard 2069 for category urban residential area. The details report of air, water and noise are summarized in **Annex V**.

Noise impacts will be significant in the RoW and vicinity of the proposed subproject upgradation road during construction periods due to increase of vehicular movements and operation of machinery equipment. The Majhibasti and Niraheghat area may impacted by noise pollution. The heavy construction equipment movement in the site should be maintained in the day time only. Vibrations effects are closely observed and may need to do vibration activities by considering local requirement maintaining prescribed quality. For the safety of construction workers, PPE along with earplugs must be provided while on duty. The anticipated cost and specific conditions related to noise and vibration containment are included in the construction contract

2.8 Existing infrastructures/ utilities

The details of existing infrastructures situated within the construction width are presented in the tables below.

Water Supply Pipelines

As per field observation, there is presence of existing water supply pipe network in the proposed alignment. Small sections of pipes were observed in hill side of road alignment. Damaru khola Parwat DWSS is present in this road alignment. These water supply pipelines will not be impacted directly from the upgradation of the proposed road. However, during the construction of the proposed road, precautions such as avoiding pipelines as required will be taken to ensure the continuous flow of water through these water supply pipelines. In case of damage/disturbance from the construction works, contractor will be responsible for the reinstatement of the water supply pipelines. Necessary consultation with water supply users committee were conducted during field study and is presented in Annex II.

Religious Places, Resting area and Community Owned Properties

The details of the public owned properties lie along the road alignment are presented below.

Table 2-3: List of Temples, Resting Areas and other Community Owned Properties

S.N.	Ward No	Chainage	Name	Type	Remarks
1.	Ward No: 1		Kapre Bhagawati Mandir	Temple	None of these structures will be affected
2.	Ward No: 1	1+600	Shiva Mandir (2 no.)	Temple	
3.	Ward No: 1	1+520	Pipal Chautara	Resting Area	
4.	Ward No: 1	1+600	Pipal Chautara	Resting Area	
5.	Ward No: 1	1+020	Water Tap	Tap	Protection/ Management cost included in DPR and reflected in ESMP Matrix (Table 4-2).
6.	Ward No: 1	1+540	Manuwa Sewa Ashram	Ashram	None of these structures will be affected
7.	Ward No: 1	1+580	Baglung Old Age Home	Old age home	
8.	Ward No: 1		Suspension Bridge edge	Suspension Bridge	

Existing Storm water drainage structures

There is only earthen drain presence along the alignment in short stretches.

Existing Electric lines

In the Whole alignment, the road section has 23 electric poles with in construction width of proposed sub projects which needs to be relocated during construction. Details of electric poles which needs to be relocated during construction are presented in below **Table 2-4**.

Table 2-4: Existing Electric Pole

SN	Chainage	Direction	Remarks
1	0+035	Left	
2	0+070	Left	
3	0+160	Right	
4	0+190	Right	
5	0+225	Right	
6	0+235	Right	
7	0+295	Right	
8	0+330	Right	
9	0+360	Right	
10	0+410	Right	
11	0+485	Right	
12	0+535	Right	
13	0+585	Right	
14	0+860	Right	
15	0+870	Right	
16	0+930	Right	
17	1+025	Right	
18	1+090	Right	
19	1+285	Right	
20	1+310	Left	
21	1+340	Left	
22	1+370	Left	
23	1+575	Right	
Total		23	Nos.

2.9 Demography of the Project Area

The total population of the Baglung District, according to the Census of Nepal, 2021 (2078 B.S) conducted by National Statistics Office (NSO) is 249,211 and the number of households is 64153. The average household size of the district is 3.88, which is lower than that of the national average (4.37). The total population of Baglung Municipality is 56102 and total household is 15924. The average household size of the Municipality is 3.53 which is higher than that of district household size (3.88). The male and female population of the municipality is 26080 and 30022 respectively and sex ratio is 86.87.

The total population and household of project affected ward (ward no. 1) is 4746 (Male 2275 and female 2471) and 1361 respectively. The average household size of the project wards is 3.49. The sex ratio of the project ward is 92.07. (Source: NSO, 2021).

2.10 Settlements

The major settlement near by the project road alignment is Majhibasti and Niraheghat.

2.11 Land Availability

The proposed surface upgrading works will be limited within the existing road width which varies from 7.15m to 7.75m (including earthen side drain and earthen shoulder). The existing width is clear in terms of residential structures at present and the existing width is publicly in use, vehicles are plying throughout the road section. Thus, the extra land take won't be necessary for this road sub-project for the upgradation works.

Due to upgradation work, water tap at chainage 1+020 needs to be managed with necessary protection works during construction (Table 2-3). The consultation meeting organized with the locals in presence of ward chair (meeting minutes attached in **Annex II**) suggested shifting of this tap in the vacant space available behind the existing location but as per our field observation, there is only need to protect the existing tap with necessary support wall (Masonry wall) along hill side. Cost for protection of tap is included in DPR and is reflected in ESMP matrix (Table 4-2).

Table 2-5: Existing Width and Proposed Construction Width Details

SN	Chainage		Length (m)	Existing width (m)	Proposed formation width (m)
	From	To			
1	0+000	1+560	1560	7.8	7.75
2	1+560	1+620	60	7.15	7.15

2.12 Physical Structures

There are no public as well as private structures present along the construction width of this sub-project however one water tap at chainage 1+020 needs to be managed in its existing location with necessary protection works.

2.13 Caste/Ethnicity

Integrated settlement of Majhi lies near the project area. The caste/ethnicity wise details of households are presented in **Table 2-6**. There is presence of indigenous community in the project area. The necessary consultations with IPs (Majhi) groups were conducted during field study (meeting minutes attached in Annex II).

Table 2-6: Caste/Ethnicity of People along proposed road alignment

SN	Caste/Ethnicity	HH no.	%	Remarks
1	Majhi	17	100	IPs
Total		17	100	

Source: field study 2023

2.14 GBV, SEA / SH

During consultations in field study and available data collected from District Police Office, Baglung, there is presence of different types of GBV within the municipality and project area. During the consultations with locals, they stated that violence related cases like mental and physical abuse and economic violence do exist. The record of District Police Office, Baglung also shows that there is violence present within the municipality. The record of violence present within the municipality are presented in the **Table 2-7**. During consultation it was also found that most of the local women were not aware about the provisions of complaint registering through toll free number 1145 provided by National Women Commission.

As a part of the project compliance, an Anti-Harassment Cell has been formed in Baglung Municipality with dedicated focal person. Mr. Bhimsen Panta is appointed as the focal person who also serves as GBV focal person of the municipality. The letter regarding deputation of the focal person has been attached in Annex II. The main purpose of establishment of Anti-Harassment cell is to deal with cases of sexual harassment in a timely manner by providing empathetic support to the victim and ensuring prevention of harassment through proper redressal of the case.

Table 2-7: GBV Cases Details of Municipality

F/Y	Domestic Violence	Rape	Attempt to rape	Polygamy	Child Marriage	Child Abuse	Unnatural Sex
2077/078	53	14	6	7	0	3	1
2078/079	32	17	9	8	1	1	0
2079/080	32	27	9	8	0	2	3
Total	117	58	24	23	1	6	4

Source: District police office, Baglung

According to the above presented data, there is presence of different types of GBV within the municipality and project area. Therefore, most prioritized issues on GBV, SEA/SH issues are taken for planning of mitigation measures. Necessary mitigation programs are planned and implemented during construction of sub project. The most prioritized issues on violence are

- Domestic Violence
- Physical, Mental and Economic violence
- Rape/Attempts to rape
- Child Abuse

For mitigation of SEA/SH, and GBV during the construction phase, the following activities are proposed and will be implemented which needs to continue in the operation stage also. For conduction of these activities, the mitigation action plan is prepared, budget is estimated and included in DPR. The responsibility of carrying out these activities will be undertaken by both the PIU/DSC and contractor depending on the activities.

- Awareness programs related to women/girls of project area and workers, related to rape/attempt to rape and child abuse
- Awareness program for local peoples regarding **Domestic Violence, Physical, Mental and Economic violence** present in the project area.
- Establishment of Anti-Harassment Cell in Municipality and assign a Focal Person in the

Municipality.

- Conduct an orientation program on code of conduct for contractors and subcontractors to manage GBV/SEA/SH risks during construction phase and implementation of Code of Conduct (CoC) on SEA/SH and the provision of punishment for breaching of the code of the conduct.

3. DESCRIPTION OF THE PROJECT AND ITS ACTIVITIES

The upgrading of Majhibasti - Niraheghat Road starts from Majhibasti Chautara (a point in Pokhara Baglung Highway) and ends at Niraheghat (Chainage 1+620) which is the cultural crematory ground (area) of the Baglung city. In this alignment, there are no settlements that adjoins this road but the integrated settlement of Majhi community lies around 30 m away (Chainage 0+420) from the proposed road alignment. Likewise, some structures that do not adjoin this alignment but are located near to this alignment include Manav Sewa Ashram, Baglung Old Age Home, and two temples. The overall length of the proposed road is 1.62km and covers ward no 1 of the municipality. The settlement of this municipality lies in the mountainous and partly hilly area of Lesser Himalaya. 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.

The upgradation work for the road sub-project will be implemented only within the existing road width in public use. The existing road width is clear in terms of private/temporary structures and doesn't require additional land taking. The existing road width varies from 7.15 m to 7.75 m (including earthen side drain and earthen shoulder) The average gradient of the road varies from 0.5 to 12 %. The proposed carriageway width is 5.5 m. The components of the proposed roads are construction of pavement, raised footpath, kerbs, covered drains, road crossings, retaining wall/breast wall, zebra crossing, and shifting of 23 electric poles and improvement of the road furniture.

3.1 Salient Features of the Project

Salient features of the proposed Majhibasti - Niraheghat Road sections are shown below **Table 3-1**.

Table 3-1: Salient features of Majhibasti road

SN	Description	Description	
1	Name of the Road	Majhibasti - Niraheghat Road	
2	Road Type	Urban/ Local Road (NURS 2076)	
3	Proposed road length	1.62 Km	
4	Number of Lane	Two Lane	
5	Right of Way	8m	
6	Road Attributes	Existing Road Width in Public Use	Proposed Construction Width
	• Road Width	0+000 to 1+560: 7.8m 1+560 to 1+620: 7.15 (Including earthen drain and earthen shoulder where applicable)	0+000 to 1+560: 7.75m 1+560 to 1+620: 7.15m
	• Camber of Carriage way	2.5%	
	• Pavement Surfacing	20 mm Premix carpet (Flexible pavement) 0.15 m Base 0.15 m Sub-base	
7	Terrain Type	Mountainous and partly Hilly Area	
8	Climate	Upper Tropical	

SN	Description	Description
9	Geology	Quaternary Glacier Lake Outburst
10	Wards & Major settlements	Baglung Municipality –1 Majhibasti and Nirheghat
11	Design Parameters	
12	Design speed of Road	30 km/hr
13	Design Life of Road	20 Years
14	Maximum Gradient	12%
15	Minimum Gradient	0.5%
16	Total cost of EMP	NPR. 1,146,800.00
17	Total Project cost	NPR. 589,912,483.70 (including VAT and contingency) (including proposed three roads of Municipality)
18	Cost per km	NPR. 47,882,506.79 (including VAT and contingency)

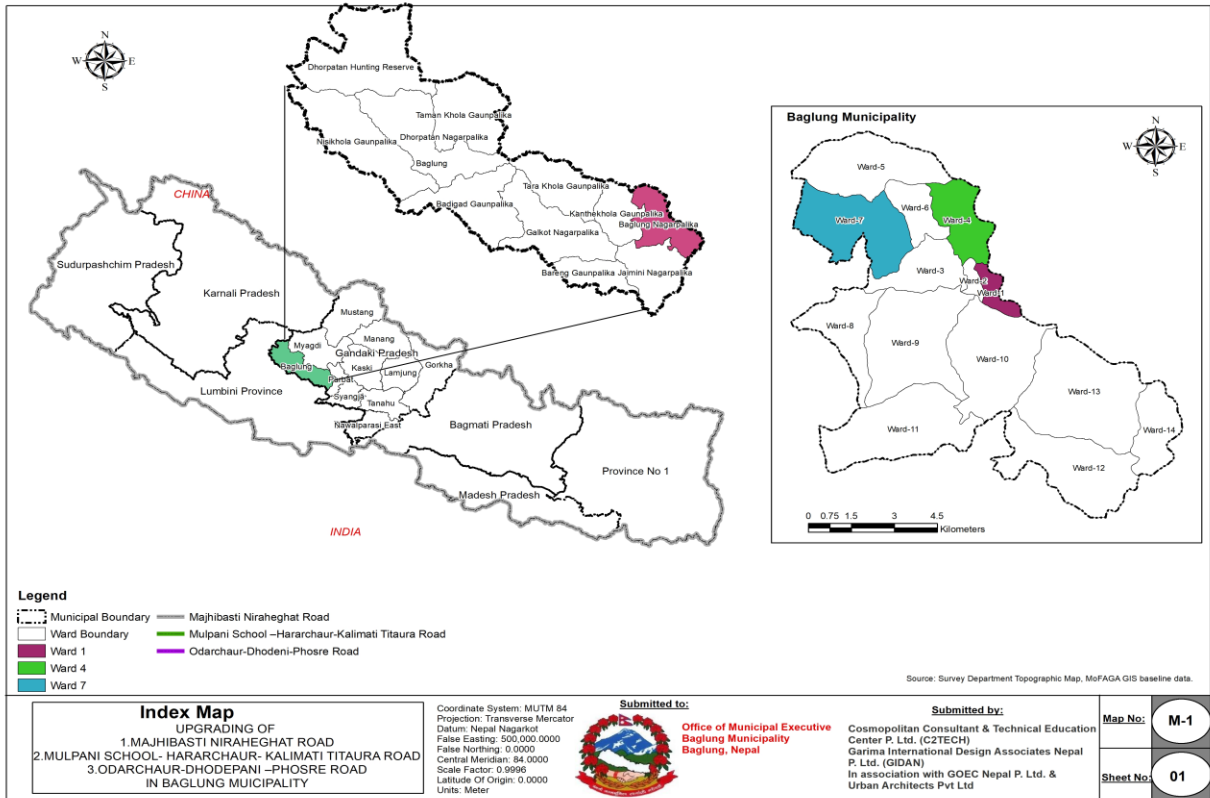


Figure 3-1 Index map

3.2 Proposed Campsite and Stockpile Area

Campsite and stockpile locations are identified during field study. Stockpile area is 35m away from chainage 0+200 of proposed road having open spaces (Easting 755957.72m E Northing 3129170.40 m N) of tentative area 2 ropani which is the government land can be used for the stockpiling of the construction materials and campsite. The contractor will use this land with coordination with municipality. The existing land is barren

land. Required facilities like separate male and female camps and toilets will be constructed during construction phase.



Figure 3-2: Proposed campsite and stockpiling area

3.3 Solid Waste Management

Solid waste generated from the labor camps will be disposed within the proposed camp site. Soak pits or septic tanks will be established for the sanitation units/latrines at appropriate location within campsite. The tentative estimated solid waste generated by the camps is 45kg (for 30people) per day (as assume that a person generates 1.5kg waste a day). Also, 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 existing 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 level.

3.4 Spoil Management

As per the DPR of the road, there is earth cutting (9478.50m³) of earthwork is more than filling work (826.54m³). After the backfilling works, 8651.96m³ construction spoil will need to be managed in appropriate site. An open public space (Easting 755475.13m E, Northing 3130280.21m N) located around 20m from chainage 1+510, with area of around 1.5ropani has been proposed as spoil disposal site which is the government land. Construction debris will be disposed at designated spoil site only 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. Construction trash should only be disposed of at approved spoil sites that are far from water sources. The construction contract contains the exact terms for managing construction detritus and storing resources. The land will be cleared and restored to the satisfaction of the landholder or the local authority.

Table 3-2 Earthwork status of the sub project

SN	Particulars	Cutting (m3)	Filling (m3)
1	Earthwork	9478.50	826.54



Figure 3-3: Proposed Spoil management site

3.5 Quarry Sites

The upgrading of road will require boulders, sand and aggregate for activities like gravelling, construction of retaining walls, cross drainage, side drains, road furniture and other structures. These construction materials will be brought from the established quarry sites of municipality and crusher industry nearby the municipality. These construction materials will be brought from the IEE approved quarry sites at the Kaligandaki River (which have already received the environment clearance) within the Municipality. The details of quarry name and available quantity are presented in **Table 3-3** and the quarry site is shown in below **Map (Figure 3-4)**.

Table 3-3: Quantity of Sand, Aggregate and Stone required for the sub project construction

SN	Particulars	Quantity (m3)	Remarks
1	Sand	1049.38	
2	Stone	3092.29	
3	Aggregate	2672.96	

The Contractor may also obtain required construction materials from the legally operating crusher industries other than proposed quarry sites. So, the direct impact of quarries such as damage to cultivated land, high level of air pollution, noise pollution, cracking of houses nearby structures by heavy equipment movement, affect to the downstream aquatic life etc are not expected in this subproject. However, the quarry sites and amount

of quarrying material will be included in Construction Environment and Social Management Plan (CESMP) within 45 days of commencement of works. PIU will check the site requirements and quality of quarrying material and approve it. DSC will also monitor whether the quarry sites has been legally operating or not.

Table 3-4: IEE Approved Quarry site description

SN	Quarry Name	Ward No	Northing	Easting	Available quantity (m ³)/year	Remarks
1	Modi Beni	14	28°12'34.48''	83°36'20.92''	750.96	Approved IEE of these sites is not mentioned separate volume of the stone, aggregate and sand to be available
2	Dablyan Bagar	1	28°15'01.36''	83°37'43.43''	2006.76	
3	Majhigaun Bagar	1	28°16'00.91''	83°36'37.12''	13954.85	
4	Chipchipe Bagar	4	28°17'18.15''	83°36'2.22''	11089.1	
5	Galyang ghat takuri Bazar	12	28°13'26.48''	83°40'18.18''	8922.9	
6	Kalokhola Bhanbhane	13	28°14'44.66''	83°38'3.56''	8403.15	



Figure 3-4: Satellite Map of Quarries Location of Baglung municipality

3.6 Borrow Pits

As per DPR, the quantity of earthwork earth cutting (9478.50m³) is more than back filling works (826.54m³), thus there is no need of borrow pits in this sub project however if needed during construction, borrow pits will be identified and established during the time of construction by coordinating to locals and municipality.

3.7 Other facilities

The facilities like workshop area, concrete batch plant will be established during construction of road. The site is identified during filed study. It is proposed at 300m (Tallo Bangechaur) far from chainage 0+000 along Pokhara Baglung Highway and is Government property. Necessary consultation with ward office was conducted and letter from ward office is attached in **Annex II**. As CESMP will be prepared by contractor within 45 days of contract. Thus, facilities like Workshop area, concrete batch plant establishment details will also be included in contractors CESMP.



Figure 3-5: Proposed other facilities establishment site

4. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

4.1 Social and Environmental Screening:

The Environment and Social Management Plan (ESMP) including monitoring plan provides a road map on how to address the anticipated negative environmental and social impacts associated with the implementation of the proposed development project throughout its project life cycle. The outline of the plan considers the anticipated impacts, the mitigation measures, the parties responsible for the action, time frame for the implementation and cost to address them. The monitoring process aims at generating useful information that would be useful in facilitation of the implementation of the mitigation measures.

The implementation of the ESMP shall be the responsibility of both the Municipality/PIU/DSC and contractor. Proponent will play both implementor and supervisory role for ensuring proposed measures are implemented as outlined in the plan. Frequency of implementation and monitoring of the proposed measures shall be dependent on the nature of the anticipated impact. Cost for the implementation of ESMP during the construction phase will be factored in the bills of quantities (BOQ) while the cost after completion will be met by the PIU. The proposed sub-project is an upgradation of an existing road. By using approved format, A social and environmental screening of the sub-project has been done to assess any potential risk associated with the road upgradation work. Checklists for social and environmental safeguards screening are provided in **Annex I**. The screening shows that the project area doesn't have major social or environmental risks. The land required for road construction is already available and is in public use. Documents regarding declaration of the RoW by the Baglung Municipality is provided in **Annex II** of this report. As per people consultation during the field study, there are no any disputes regarding land ownership, existing road width and grievances. As per section B & C of Appendix C of Environmental and Social Management Framework (ESMF, August 2020) of NUGIP, it can be concluded that the proposed road upgradation project falls under 'Low to Medium impact project' under Category B. Hence an abbreviated ESMP is sufficient for the proposed project. This ESMP document has been prepared as per Appendix C of the ESMF.

4.2 Scope of Environmental and Social Management Plan:

The scope covers potential impacts, related mitigations and monitoring aspects related to activities under the proposed road upgradation works in Baglung Municipality. These are summarized in **Table 4-2** below.

4.3 Implementation of Environmental and Social Management Plan

The sub-project ESMP implementation arrangements can be summarized as follows;

Table 4-1: Roles and responsibility of Stakeholders during ESMP implementation

SN	Stakeholder	Role & Responsibilities for ESMP implementation
1	Baglung Municipality/PIU	<ul style="list-style-type: none"> ✓ The overall project environmental and social safeguard management is the responsibility of PIU ✓ The regular monitoring will be carried out by the PIU
2	Contractor	<ul style="list-style-type: none"> ✓ The contractor is required to submit C-ESMP within 45 days of contract signing. ✓ Implement the mitigation measures and provisions as per ESMP and DPR of the Project

SN	Stakeholder	Role & Responsibilities for ESMP implementation
3	DSC	<ul style="list-style-type: none">✓ Preparation of ESIA/ESMP during DPR phase✓ Supervision support to the Contractor to implement the ESMP✓ Monitoring of implementation of ESMP and its compliance✓ The E&S safeguards specialists of DSC will work closely with its technical staff to ensure project implementation in accordance to World Bank's safeguard standards.
4	PCO & PMST	<ul style="list-style-type: none">✓ The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects✓ The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIU/DSC

4.4 Objectives of ESMP:

The overall objective is to ensure that the environment and its surrounding areas are protected and developed to meet the needs of the local stakeholders and safeguard the requirements of the local people. The basic objectives of the ESMP are to:

- To ensure that all mitigation measures and monitoring requirements will actually be carried out at different stages of project implementation and operation - pre-construction, construction, and operation and maintenance;
- Establish the roles and responsibilities of all parties involved in the project's environmental and social management; and
- Ensure the budget required for implementation of recommended actions aimed at environmental and social management and its enhancement.

4.5 ESMP Matrix:

Following project interventions and related mitigation measures have been planned in relation to the existing status and potentials improvements for the proposed road alignments;

Table 4-2 Environmental and Social Management Plan (ESMP) Matrix

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical-Construction				
1.	Obstruction due to electric poles with in construction width (23 Nos.)	<ul style="list-style-type: none"> Obtain all necessary permits for dismantling and relocation of electric poles from NEA and provide a copy to the Contractor. Relocate the electric poles along the alignment in coordination with the Nepal Electricity Authority The process should be completed prior the beginning of the road construction 	Municipality/DSC and Contractor in coordination with NEA.	Included in DPR (BOQ item no: A-2)
2.	Obstruction by existing structures (Water Tap at chainage 1+020)	<ul style="list-style-type: none"> Management/Protection of the Water tap coordinating local peoples Necessary protection wall (Masonry wall) at front of water tap along with adjacent hill section of road will be constructed. 	Contractor	Included in DPR BOQ (BOQ item no: A-2)
3.	Likely disturbance of water supply pipeline	<ul style="list-style-type: none"> Water supply pipelines will not be impacted directly from the upgradation of the proposed road. If water supply pipeline gets damage/disturbance from the construction works, water supply pipeline will be reinstated as required in coordination with relevant stakeholders. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost.
4.	Quarrying Material and Operation	<ul style="list-style-type: none"> Avoid and or minimize adverse environmental impacts arising out of quarry construction material exploitation in line with MOFE guidelines/ conditions / recommendations. 	Municipality/DSC, Municipality instructs the quarry operators to reinstate the established quarry sites	Covers by municipality/PIU DSC monitoring cost

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Include conditions for selecting borrow sites, timing and use of roads, maintenance of vehicles, selection of sites for material storage, rock blasting and aggregate production, handling hazardous or dangerous materials such as oil, explosives and toxic chemicals. • The construction materials will be brought from the established quarry sites located within or outside the municipality. So, the direct impact of quarries is not expected in this Subproject. • The municipality in support of DSC will monitor the quality of quarrying material and state of quarry sites. • The materials will be brought only from licensed vendors having environmental clearance. • Municipality may instruct the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance. • Prepare a CESMP and include the details of quarrying activities including required quantity, locations and required mitigation within 45 days of commencement of works and submit to the PIU for approval. • All the excavated quarry sites will be rehabilitated implementing the measures mentioned in the approved IEE reports. 	as per agreed norms during environment clearance	
5.	Issues of stockpiling and construction material	<ul style="list-style-type: none"> • Locate and seek approval from the supervising consultant for the use of stockpile sites. • Identified stockpile area is 35m away from chainage 0+200 of proposed road having open spaces (Easting 755957.72m E Northing 3129170.40 m N) of tentative area 2 ropani at ward-1 which is Government land. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Stockpile should not be located on water courses; should not be within 50m of schools, hospitals or public standpipes; and should not affect locals and their properties. • Obtain written permission from landowners and local bodies for stockpiling on their land. The consent letter from Baglung Municipality was obtained and attached in Annex II. • Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. • Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose. • The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. • The area could be leased or rented based on price not lower than the prevailing market price 		
6.	Borrow Pits	<ul style="list-style-type: none"> • Earth material Quantity required of the filling works, sub-grade, and grade, base and sub-base. • Avoid and or minimize adverse environmental impacts (a minimize contamination of the surroundings) rising out of borrow pits. • Stock piling of top soil prior to the excavation. The stockpiled top soil will be spread after the completion of excavation during the time of rehabilitation. • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits. 	Contractor, Monitoring by DSC/PIU	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
7.	Construction waste and Spoil management	<ul style="list-style-type: none"> Identify Spoil disposal sites is an open public space (Easting 755475.13m E, Northing 3130280.21m N) located around 20m from chainage 1+510, with area of around 1.5ropani which is the government land. The Municipal letter regarding land is attached in Annex II. Disposal of spoil into water bodies will be strictly prohibited. Generated spoil will be disposed only at designated spoil disposal sites. All the identified spoil disposal sites will be rehabilitated after disposal adopting natural drainage, and covering vegetation. 	Contractor, Monitoring by DSC/PIU	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP.
8.	Air/Dust Management	<ul style="list-style-type: none"> Road construction area shall be maintained damp by periodical spray of water (at least 3 times a day). Air quality Sampling (at least 2 times during construction period). Delivery vehicles will be covered. Mixing equipment will be well sealed and equipped as per existing standards. All construction vehicles should comply with Motor Vehicles and Transportation Management Act 2057 as amended (2074/11/14)– mandatory Green Sticker. Provide temporary hoardings where required to minimize dust impact on locations of temples (chainage 1+540 and 1+600) and settlement (Chainage 0+410). Provision of speed control measures in settlement and working areas to limit traffic speed. Dust emission and air pollution due to construction activities and operation of heavy equipment and 	Contractor/DSC	<p>Included under Contractor's Cost The cost for the water sprinkling will be borne by the contractor.</p> <p>(For Air quality test/sampling, Noise sampling and water quality test NRs 250,000)</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>movement of transporting vehicles, to mitigate the impacts water will be sprinkled along the proposed road alignment and nearby dust prone area such as Majhibasti (Chainage 0+410) and Niraheghat (Chainage 1+600) and repair and maintenance of equipment and vehicles regularly.</p> <ul style="list-style-type: none"> • Air pollutant parameters (TSPM, PM10, Sox, NOx, Cox) will be monitored regularly during construction. Conforming NAAQS of Nepal. 		
9.	Noise, vibration due to the use of heavy machinery and other construction activities,	<ul style="list-style-type: none"> • Ensure plant and equipment used for construction conforms to best practices. • Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. • Workers will be provided with appropriate ear muffs/plugs specially at crusher site • Sensitive locations i.e., temples (chainage 1+540 and 1+600). will avoided while placing the noise generating equipment. • Cracks caused by vibration due to construction activities need to be monitored closely and alternative be sought where problem arises. • Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. • Select equipment and machinery with lower sound power levels for the use • Restrict activities with significant noise impacts to outside school 	Contractor/DSC	<p>Cost of Noise level monitoring/ Sampling comes within the Air Quality monitoring cost above (SN 8).</p> <p>Costs as a result of damage from vibrations will be borne by contactor.</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> Activities involving heavy machinery with significant noise impacts should be restricted to outside school hours. Noise levels (1 hr Leq dB(A)) levels will be monitored regularly. Conforming WHO standards. 		
10.	Water Pollution	<ul style="list-style-type: none"> Hazardous materials shall not be stored near surface waters sources Used lubricants and oils shall be collected and recycled or disposed off site. Plastic sheeting shall be placed under hazardous material storage area to collect and retain leaks and spills. Contaminated runoff from storage areas shall be captured in ditches or ponds with an oil trap at the outlet. Contaminated and worn plastic sheeting shall be packed into drums and disposed off site. Water Quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO standards. 	Contractor/DSC	Cost of water pollution monitoring comes within the Air Quality monitoring cost included in above SN 8 of this table.
11.	Labor Camp Location and Management	<ul style="list-style-type: none"> Identified camp area is 35m away from chainage 0+200 of proposed road having open spaces (Easting 755957.72m E Northing 3129170.40 m N) of tentative area 2 ropani at ward-1. Locate and seek approval from DSC for labor camp sites. Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. Camp shall not be in the vicinity of landslide and flood plains. 	Contractor	Included in Contractor's Cost, It is the responsibility of Contractor.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. • Ensure no wood is burnt by any worker on or off site. Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene. • After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover. 		
12.	Solid waste generation/ Waste from labor camp	<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. The tentative estimated solid waste generated by the camps is 45kg (for 30people) per day (as assume that a person generates 1.5kg waste a day). • Coordination with municipality for final disposal into the municipality's waste collection & disposal system • Every week, it will be monitored for the management of waste from the camp site. • Further detailed plan will also be provided in C-ESMP with in 45days of contract agreement. It has been planned those 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. 	Contractor	NRs 100,000 for awareness program
13.	Road safety	<ul style="list-style-type: none"> • Cross-Roads: Development Stretch of up to 15 m of each cross-road will be developed under this project. 	Contractor	Included in DPR BOQ (BOQ item no: B-7, H-45, H-

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road Markings has been provided as per Traffic Sign and Marking manual as per DPR • Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required. • Awareness activities (at least two event, minimum participants 30nos.) will be conducted to inform & aware locals regarding potentials risks and proposed safety measures related to the project activities 		H-46, H-47, H-48, H-52 and H-53) NRs 50,000
14.	Construction Safety	<ul style="list-style-type: none"> • Reinforced Cement Concrete covered drain must be provided integration with footpath. • Storm water collected should be disposed through the nearest culvert sections. • The contractor will assign a safety officer and the PIU's safeguard specialist will monitor the implementation of the OHS measures. • Adequate lighting and safety signal devices be installed for work safety. • Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. • PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs and goggles should be provided for workers safety. • At every work place, a readily available first aid unit including an adequate supply of dressing materials will be provided. 	Contractor	It is a responsibility of contractor. NRs 96,800

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Maintain health care system at construction camps including regular visits by trained medical staff for routine checkup of workers and avoidance of communicable disease. • Temporary diversions will be provided wherever necessary, with proper drainage facilities. • Electrical Equipment will be checked and certified regularly. • Provide and install all road signs as per design. • Impart road safety education to all community, schools, clubs and drivers of construction vehicles. • Hazards will be identified, and workers will correctly wear PPE, will properly use safety equipment, and will follow work safety arrangements. Safety signs and information will be provided and the work space will be barricaded to prevent unauthorized entry. Workers and people at the construction site will be provided with proper training, and to help ensure that workers are trained on what to do in the event that an accident occurs on site. 		
15.	Traffic Management	<ul style="list-style-type: none"> • Emergency traffic management plan should be included in CESMP by the contractor and approved by the PIU/DSC. This is required to cope up with the restriction on the vehicular movement due to closure of road for reasons including construction. The plan may include informing about the scheduled road closure and the alternative routes identified to divert the normal traffic flow, transport material during off-peak time, 	Contractor with coordination of PIU/DSC	Included in DPR BOQ (BOQ item B-7)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> 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 		
16.	Demobilization of contractor	<ul style="list-style-type: none"> construction sites are cleaned from residual waste and fully reinstated; Enabling environment is provided for natural regeneration of work base and construction sites to natural condition. 	Contractor and monitored by PIU/DSC	Contractor cost.
Physical-Operation				
1.	Road Stability and Drainage Management	<ul style="list-style-type: none"> Road side tree plantation, construction of gabion wall and drainage system to mitigate possible erosion in the settlements along the project alignment, Ensure proper compaction as per design. Proper drainage should be maintained and monitoring should be done for clogging. 	Contractor/Municipality	Municipality Regular program during Operation.
2.	Air and Noise pollution	<ul style="list-style-type: none"> There should be a consensus between municipality, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles. Maintain signs and speed restrictions on the road section within settlements area to reduce vehicle speed, dust generation, and where horns will not be blown and traffic speed will be regulated Strict enforcement of vehicle emission standards. Maintain road side tree plantation Air pollutant parameters (TSPM, PM10, SO_x, NO_x, CO_x, Pb). Conforming NAAQS of Nepal. 	Transportation entrepreneur, local people	Municipality Regular program during Operation

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. Noise levels (1 hr Leq dB(A). Conforming WHO standards 		
3.	Water pollution	<ul style="list-style-type: none"> The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided. 	Drivers, Ward, local people	Municipality will monitor
4.	Climate change and Disaster Risk	<ul style="list-style-type: none"> Trees must be planted along the alignment so as to enhance the greenery and beauty of the city and to reduce landslide, erosion, draught, flood etc. 	Contractor along with municipality	
Biological-Construction				
1.	Site clearing and removal Vegetation (shrubs and bushes)	<ul style="list-style-type: none"> Appropriate tree species will be selected for road side plantation There is no any vegetation(tree) loss by this sub project however bio engineering will be done as per site condition. Preparation and planting of live pegs selected species (e.g. assuro, namdi phul, simali) of minimum length to 0.5 m depth into soft debris. Pegs spaced at 5- centers within rows, and interwoven with vegetation 	Contractor and monitored by PIU/DSC	Contractor cost. (BOQ item no-6, Bio engineering, NRs 16,42,572.00)
2.	Slopes stabilizations	<ul style="list-style-type: none"> bio-engineering has been proposed as mitigation for the stabilization of slopes along the road. 	Contractor	Included in BOQ (BOQ item no G)
Biological-Operation Stage				
3.	Impact on Vegetation	<ul style="list-style-type: none"> Encouraging local people for protection of roadside plantation carried out during construction. 	Municipality	No additional cost
Social-Construction Stage				

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
1.	Land use change	<ul style="list-style-type: none"> Land will be required for the establishment of labor camps, storage of construction materials, workshops etc as rented basis which is the temporary in nature. All the temporarily rented land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC 	Contractor.	Contractor cost.
2.	Temporary disturbance in house owner's mobility and shop consumer.	<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. 	Contractor	Included in BOQ (BOQ item no- B-7)
3.	Pedestrian Safety: General people, children and elderly people.	<ul style="list-style-type: none"> Diversions should be safe for children, the elderly, and other general pedestrians. School/Temple (Chainage 1+540 and 1+600) areas should be emphasized and adjacent transitions should be ensured. Appropriate signs and signage are used during project execution and construction to raise awareness of potential safety hazards of construction 4 nos. of zebra crossings are provided throughout the alignment in certain interval and major crossings. 	Contractor	Included in BOQ (BOQ item no-H)
4.	Health and Sanitation	<ul style="list-style-type: none"> Proper awareness of using latrines, construction of latrine for worker, A chlorine solution will be provided to workers to purify drinking water. Regular health checkups, records of illness of the workers, monitoring of drinking water. 	Contractor	NRs 50,000
5.	Child labor and forced labor	<ul style="list-style-type: none"> No child (below 16 years) and forced labor will be employed in project. 	Contractor, Monitoring by DSC every month.	No additional cost

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> Age verification document of workers will be documented and contractor will maintain the record of labor employed. 		
6.	Occupational Health and Safety	<ul style="list-style-type: none"> PPE including mask, gloves and First aid kit will be provided to the worker and also kept in Camp. Worker will be given clear instruction to follow safety rules. Orientation on use of PPE during construction will be provided to workers and in regular basis, Induction and refresher training to the workers will be provided. Safe Drinking water will be provided to the camp for worker use. Drivers with authorized license holders will only be allowed for the operation of construction vehicles, machines and equipment. 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 Provision of insurance to cover physical damage to workers 	Contractor	Included in BOQ (BOQ item no B-8 Lumpsum item)
7.	Traffic and Transport Management	<ul style="list-style-type: none"> Mobilization of equipment of materials will occur at night (between 6 PM - 9 AM) Traffic Safety such as street lights, traffic control devices and other features shall be covered through "Traffic Signs Manuals Vol-I and Vol II" and "Road safety manual" published by the DOR. 	Contractor will submit the Traffic and Transportation Plan and approved by the PIU for effective monitoring	This will be the part of contractor cost. (BOQ Item no B-7 and H)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Provision of alternative routes to ease the congestion and built up of traffic • Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign and display appropriate signage for use during construction and awareness creation on the potential hazards of the project. 		
8.	Community Health, Safety and Security	<ul style="list-style-type: none"> • Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project. <ul style="list-style-type: none"> • 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. 	Contractor/ Public awareness campaign by the municipality	Included in the BoQ (BOQ Item no H)
9.	Sexual violence and Girls/ Women Trafficking	<ul style="list-style-type: none"> • Awareness program will be developed and implemented 	PIU/DSC	NRs 600,000
10.	GRM, SEA/SH and Stakeholder Consultations	<ul style="list-style-type: none"> • Employ a grievance redress mechanism incorporating a negotiation and/or mediation team or party • Clear and timely dissemination of project information, and safeguards aspects including anti-harassment cell; Coordination with the local stakeholders • Awareness raising, information and dissemination about GRM and GBV (meetings, monitoring and logistic costs@ 1 meeting every month) • Production of leaflets, and information dissemination through local media and ESMP document in ward offices. 		

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • GRM will include mechanism for referring SEA/SH-related grievances. • SEA/SH awareness raising activities, trainings and stakeholder engagements such as: <ul style="list-style-type: none"> •Community based-awareness program •School based awareness program •Awareness program for women and against the gender-based violence • 5 Awareness/ orientation/ trainings (awareness on domestic violence (1nos.), Sexual violence/rape/Attempt to rape (1nos.), Child abuse (1nos.), CoC (2nos.)) with at least 30 participants in each activity and will conduct during first quarter of 1st year and 3rd quarter of first year) • 		
11.	SEA/SH risks	<ul style="list-style-type: none"> • Providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site. • Formulating and adopting Code of conduct including sections on the safety of women and girls (CoC should be included in all contracts and training on CoC should be provided to all workers) • CoC are understood through orientations and signed by workers. • 	Contractor	Contractors' responsibility under contractors' cost
Social Operation Stage				
	Encroachment of ROW	<ul style="list-style-type: none"> • The municipality will work with wards to discourage encroachment into the RoW. 	Municipality	Cost will be borne by municipality

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
	Traffic accidents and associated risks	<ul style="list-style-type: none"> • Raise awareness of traffic rules, pedestrian / cycle lanes and installation of speed bumps to control speed near pedestrian crossing areas • Traffic management plan will be developed, especially along congested locations. • Traffic control measures, including speed limits will be enforced strictly. • Further encroachment and squatting within the ROW will be prevented. 	Municipality	Cost will be borne by municipality
	Limited access for elderly and differently-able people	<ul style="list-style-type: none"> • Provide training on the use of facilities; maintain signboards, lights, instructions in strategic locations. 	Municipality	Cost will be borne by municipality

*The DSC team will be responsible for monitoring the above-mentioned construction phase works

4.6 Summary of costs of ESMP Activities

The summary of costs for the ESMP activities is outlined in **Table 4-3** below

Table 4-3: Summary of Cost of ESMP Implementation

SN	Items & Headings	Unit	Qty	Rate	Total, NPR	Remarks
	Provisional Sum amount					
1	Water quality test	Samples	4		250,000	
2	Air quality and Noise level monitoring/Sampling	Samples	2			
3	Awareness/trainings on GBV, SEA/SH and will conduct during first quarter of 1st year and 3rd quarter of first year) with at least 30 participants in each event	Events	5	50000	250,000	
i	Awareness on domestic violence (Physical, Mental and Economic abuse)	Events	1			
ii	Sexual violence/rape/Attempt to rape	Events	1			
iii	Orientation on Child Abuse	Events	1			
iv	Awareness/Training on CoC	Events	2			
4	Solid waste management				100,000	
5	Awareness on Health and sanitation of workers and provision of chlorine solution	Events	1		50,000	
6	Awareness on Road safety and community safety	Events	2	25000	50,000	
7	Construction safety (PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs, goggles etc)				96,800	
8	Social safeguards (grievance meetings, site monitoring, etc)	Meetings/Events	18	12500	225,000	
9	Information dissemination materials and medium					
	(a) Leaflets and ESMP document printing				50,000	
	(b) PSA (local media)		3	25,000	75,000	
	Total				1,146,800	

Table 4-5: Implementation schedule for Environmental measures

SN	Impact	Mitigation Measures	2024												2025					
			1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6
1	Air Pollution (Dust)	Water Spray			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
2	Other air pollution parameters	Instrumental analysis			■			■				■				■				■
3	Water pollution	Lab analysis					■				■				■				■	
4	Noise pollution	Instrumental analysis				■			■			■			■			■		■
5	Spoil disposal	Proper Supervision			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
6	Borrow pits	Excavation as specified, Reclamation and rehabilitation			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
7	Road Traffic safety	Installation of safety sign boards, campaigning			■		■			■			■			■			■	
8	Campsite monitoring	Supervision			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
9	Occupational Health & Safety	Safety awareness programme, PPE				■			■			■			■			■		
10	Solid Waste Management	Disposal practice, 3R principal awareness for worker			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
11	Loss of vegetation; greenery promotion	Road side plantation					■	■	■											
12	Quarry sites	Excavation as specified, Reclamation and rehabilitation			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

4.7 Environmental & Social Monitoring

Environmental and social monitoring is an essential tool to make ensure the implementation of mitigation measures and to know the effectiveness of those measures. ESMP monitoring is necessary for the following purposes;

- to track the impacts,
- to evaluate the effectiveness of proposed mitigation measures, and
- to suggest improvements, if any new circumstances arise.

The following table summarizes the plan for environmental and social monitoring for the proposed project;

Table 4-6: Environment and Social Monitoring Plan

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
A	Construction Phase					
1.	Air quality monitoring	Settlement areas near road alignment	At least TSP; PM ₁₀ /PM _{2.5}	Air Sampler / Detector	Quarterly	DSC
2.	Noise Levels	Settlement areas near road alignment	Average noise levels (L _{eq})	Noise Meter / Android Application	Every Month	DSC
3.	Water Quality	Near disposal site and Campsite	Parameters as per ESMF of the project	Laboratory Analysis	Quarterly	DSC
4.	Spoil Disposal	Along road alignment	Spoil tip sites; road sections where spoils are generated	Site verification	Every month	DSC, PIU
5.	Road Traffic safety	Along road alignment	Status of road for use; road accidents records, Management of diversion, traffic signboards, flow of existing traffic, accessibility to the locals, grievances etc.	Use of Logs; Records of complaints	Every Month	DSC, PIU
6.	Camp site monitoring	Campsite	Space for workers; Potable water; Sanitation facilities; waste management, First Aid, rehabilitation after closure of the camp sites etc.	Site verification; records of provisions of WASH materials;	Every Month	DSC, PIU
7.	Occupational Health & Safety	Active construction sites; camp site	Provision/Use of PPEs; First Aid/treatment; Awareness/	Site verification; records of supply of	Every Month	DSC, PIU

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
			orientations conducted for workers	PPEs; records of events		
8.	Solid Waste Management	Camp site and along the alignment and other construction areas	Types of waste generation, quantity, disposal practice	Observation	Every Month	DSC, PIU
9.	Loss of vegetation; greenery promotion	Active construction sites; road sections passing through vegetated area	Site clearance at vegetated areas; plantation works, maintenance etc. as per EMP.	Site verification; records of trees cut; records of newly planted trees	Every Month	DSC, PIU/PCO
10.	Impact upon physical structures due to vibration of heavy machinery	Along the alignment	Public and private structures affected/cracks shown, loss of business, rehabilitation and relocation, etc.	Site verification, observation, documents in place.	Every Month	DSC, PIU
11.	Quarry sites	All the quarry sites	Land slide, water logging, impact upon public, impact upon water bodies, dust, impact upon physical structures, complain and grievances, rehabilitation of the sites etc.	Observation	Every Month	DSC, PIU
12.	Borrow pits	All the borrow pits excavated for the project	Land slide, water logging, dust, and impact upon private land, impact upon physical structures, complain and grievances, rehabilitation of the sites etc.	Observation	Every Month	DSC, PIU
13.	GBV and SEA/SH	Work sites; settlement areas near camp site	Laborers' records; Cases of GBV in relation to project works; any unrecorded cases	Community consultation; GRM records	Every Month	DSC, PIU
14.	Other facility sites established by the contractor	Project area		Observation	Every Month	DSC, PIU
B	Operation & Maintenance Phase					

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
1	Road stability	Road alignment	Status of slopes along road alignment; status of road components	Site verification; ward records; traffic police office records	Every 3 months - 1 st year; Bi-annually after that	DSC, PIU
2	Water pollution	Surface flows (natural drainages & irrigation canals)	Parameters as per standards (Annex 4)	Laboratory Analysis	Every 6 Months	PIU
3	Vegetation/tree survival rate	Plantation sites	Number of surviving trees; status of planted trees	Site verification; interaction with road-side communities	Every 6 Months	PIU
4	Road safety	Road alignment and adjacent settlements	Road accidents; status of road components	Site verification; interaction with road users	Every Month	PIU

Monitoring activities during O&M Phase will need to be scheduled based and site requirements. Contractor will be responsible for monitoring during DLP period. After the DLP period, Baglung municipality will be responsible for the Operation and Maintenance phase of sub project.

5. STAKEHOLDER ENGAGEMENT AND INFORMATION DISSEMINATION

5.1 Stakeholder Engagement

The local community, ward offices, water supply user committees, Ramrekha Community Forest User Group, local businessmen, labourers and farmers were consulted during the preparation of this ESMP. Focused group discussions (FGDs), formal consultation meetings, and Key informant interview (KII) were used to engage as many locals as possible during the public consultation process. The nearest settlement from the proposed sub-project road alignment have only IPs people (Majhi community). Public consultation meeting in presence of ward chair was conducted to collect issues/opinions/suggestions from the meeting participants. Separate consultations was also carried out with the Majhi community in presence of women participant. The main objectives of these consultations were to aware public on environment and social issues including GBV aspects and collect the issues/opinions/suggestions to be included in ESMP report with appropriate mitigation measures. Further, details on design aspects of the proposed road sub-project was shared in the consultation programs.

List of people, institutions, issue raised during consultation are presented in **Annex VIII**.

Consultation summary/issues raised during consultations

Consultation with locals and stakeholders were carried out to gather information and interact local people to implementation process, procedure and community roles and responsibilities during and after construction as well as preparation phase. People in the project area have shown their commitment to support the project. There is no other objection except the completion of construction on time and maintaining specified quality. During the consultation, people raise their voice for:

- Quality construction, Timeline of the road project start/end date, construction period.
- Improvement of road in fast and efficient way,
- Road width, elements of roads
- Safety measures during construction.
- Dust problem, and disturbances due to noise during construction phase
- The IPs people are willing to join construction work during upgradation of road alignment.

The list of people, institutions, issue raised during consultation are presented in **Annex VIII** and **consultation participants details are presented in Table 5-1**.

Table 5-1 People consulted during field study.

SN	Category	Total people consulted		
		Male	Female	Total
1	Majhi	29	38	67
	Total	29	38	67
	%	43.3	56.7	100

Source: field study 2023

5.2 Information Dissemination

All details regarding the suggested activities and their anticipated outcomes would be made available to the impacted people and other stakeholders. The project will make all necessary disclosures during each step

of the project cycle in cooperation with the relevant municipal authorities, NGOs, and other community groups. In order to mutually identify relevant protective or corrective measures, agencies working for environmental and social elements will also be notified about the ongoing and planned activities. The following strategies will be used to ensure that information is available to all parties involved throughout the project cycle.

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

An Information Centre will be established at the municipality office during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will disclose the information through its website. The information dissemination plan for proposed Road sub project is presented in **Table 5-2**.

Table 5-2: Information Dissemination Plan

Means of Communication	Timeline & Frequency	Responsibility	Resources
Municipality Website (Project details, ESMP, GRM)	At the start of the project, & maintained throughout	PIU/ Information Officer	Information Officer
Newspaper and local Radio (project salient features, dates, GRM etc.)	Project implementation phase Weekly basis	PIU, municipality Information Officer	Radio-program, 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	
Ward offices and Municipal social section/Library (Hard copy of ESMP)	Project period- 2 times	PIU/Municipality	Focal person

5.3 Public/Community Consultation Plan

During project implementation phase, all consultations on social and environmental issues will be conducted in a way that includes women and vulnerable social groups (such as low-income households, members of certain castes, and people with disabilities, among others). Details of the Project Consultation Plan are presented in **Table 5-3**

Table 5-3: Stakeholder consultation Plan

Objective and Target Goal	Method	Responsibility
Build Local Ownership		
Introduce Project DPR Report and its components	Group Meeting/Workshops	DSC/ Municipality
Maintain efforts for two-way communication with relevant stakeholders through the project	Face to face meeting with concerned stakeholders	DSC, Ward Level Representatives.
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	DSC, Municipality Ward Representatives
Consult with community representatives and ensure that their concerns with the proposed project are addressed	Face to face meeting with community representative Meeting will take place following protocol for meeting.	DSC, Municipality Ward Representatives
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.)	DSC, Municipality Ward Representatives.
Implementation Phase		
Maintain effective communication with PIU	Electronic and face to face communication with representative of relevant agency /organization	PCO, Design and Supervision Consultant Municipality Ward Representatives
Raise awareness of project activities among potential beneficiaries	Media advertisements and targeted campaign	DSC/ Municipality
Maintain consultation process with a potential affected communities and beneficiaries	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	Design and Supervision Consultant Municipality Ward Representatives
Monitoring and evaluation community involvement	Face to face meeting with affected communities' representative	Design and Supervision Consultant Municipality Ward Representatives
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	Design and Supervision Consultant Municipality Ward Representatives

Objective and Target Goal	Method	Responsibility
Implementation of ESMP	The contractor will prepare the various standalone plans to comply with ESMP 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 requirement will be included in the contract BOQ	The contractor's bid document must include the requirements outlined in the ESMP. Before work starts, the contractor will draft the stand-alone plans, present them to the PIU, and get permission. The standalone plan comprises, among other things, a management plan for the environment, health, and safety; a strategy for traffic; a plan for handling complaints; a plan for managing spoils; a plan for disaster readiness; a plan for managing camps; a plan for managing labor; and a plan for managing air, water, and noise.

5.4 Grievance Redress Mechanism (GRM)

As part of the implementation stage the PIU, the project municipality, project engineers and Environment and Social staffs will directly interact and consult with the people of the project alignment. At first instance, the project-related grievant should raise their grievance with the information office of the project, and the information office will determine whether it can be resolved within the project, at the ward level, or whether another mechanism should be used. More details regarding the GRM are discussed in the following sections.

5.4.1 Structure of the GRC

Two-level Grievance Redress Committee (GRC) has been formed for the sub-project. The composition of the proposed GRC is given below. The formation related municipal letter is attached in **Annex II**.

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

Chairperson of ward 1, Mr. Jaya Bahadur KC	– Coordinator
Ward Dalit women member, ward-1, Mrs. Tika devi Sarkini	--Member
Tole development committee chairperson, ward-1, Mr. Uma Majhi	--Member
Ward Staff, ward-1 Mrs. Sushma Gautam	– Member
DSC's Supervision Engineer/Social/Environmental Safeguard Specialist	–Member secretary

- b. The second level GRC at the municipality level. It will comprise of the following team.

Mayor Mr. Basanta Kumar Shrestha	– Coordinator
Deputy mayor Mr. Raju Khadka	--Member
Chief Administrative Officer Mr. Haridatta Kandel	– Member
Focal Person of Municipality, NUGIP, Mr. Sobin Gharti	-- Member
Municipality's Grievance Officer Mr. Bhimsen Panta	– Member
Municipality's Social Development Officer Mr. Dhana Prasad Pokhrel	– Member
Team leader-DSC Mrs. Ritu Basnet	– Member-secretary

- c. The third level GRC will be established at PCO level.

5.4.2 Processes of the GRM

Grievances shall be submitted through various mediums, including in person, in written form to a noted address, through a toll-free phone line or through direct calls to concerned officials, and emails. The PCO will appoint a person (Operator) at PCO- Kathmandu to receive such calls and online messages. The person (Operator) based on nature of complaint, will forward the same to the information office or ward committee.

A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 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 PCO level. The PCO within 7 days of time should instruct the concerned person at Baglung municipal level to arrange for a hearing within maximum 5 days of time. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated timeframe. In case 1st and 2nd level GRCs are unable to resolve the concern up to the satisfaction of complainant, these GRCs' or Complainant may approach to 3rd level of GRC at PCO Level. After conducting hearing at any level of GRC, the decision will be communicated to complainant within maximum 30 Days of time.

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

The project GRM will include a process for addressing any SEA/SH-related grievances, SEA/SH cases and to provide training/orientation on SEA/SH cases.

5.4.3 Further details of the GRM

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

- 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

5.4.4 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.

6. LIST OF REFERENCES

- Environment Protection Act, Government of Nepal, 2019
- Environment Protection Regulations, 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 Majhibasti - Niraheghat Road, Baglung Municipality, September 2023
- 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>
- Municipality Profile of Baglung Municipality 2019
- <https://baglungmun.gov.np/>

7. LIST OF ANNEXES

Annex I: Environmental and Social Screening Checklists

Annex II: Minutes, Public Notice and Letters

Annex III: Proposed Typical Cross Sections

Annex IV: GoN Permissible Environmental limits/standards

Annex V: Air, Noise and Water Quality Test Report

Annex VI: List of Zebra crossings

Annex VII: Code of Conduct (CoC) on GBV

Annex VIII: Summary of community consultation details

Annex IX: Photographs

Annex I: Environmental and Social Screening Checklists

Table 7-1 Environment Screening Checklist_Majhibasti Road

SN	Particulars	Yes	No	Can't Say	Remarks
1	Is the site vulnerable to major or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	✓			Road lies on hilly surface and bank of Kaligandaki River, so there is chance of landslide and flooding. The possible landslide location is ch 0+380.
2	Is the project area adjacent to or within any of the following environmentally sensitive areas?	<input type="checkbox"/>	✓		
	· Cultural heritage site (historical, religious, traditional, or cultural significance)	<input type="checkbox"/>	✓		
	· Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.)		✓		
	· Wetland/Ramsar Site/Simsar		✓		
	· Forest	✓	<input type="checkbox"/>		The alignment passes through the Ramrekha community forest area in hill side. The chainage of forest area is 0+090 to 0+280 and 0+650 to 0+960. There are no any tree losses. The consultation with forest group is presented in Annex II.
· Special area for protecting biodiversity/interest		✓			

SN	Particulars	Yes	No	Can't Say	Remarks
	· Breeding/nesting ground of wildlife/occurrence of migratory species		✓		
	· Migration route/Wildlife corridor		✓		
	· Any site of national or international importance		✓		
3	Likely impact on trees (including Timber & fruit bearing) and vegetation cover		✓		
4	Possibility of degradation of land and ecosystems of surrounding?		✓		
5	Is the project area densely populated?		✓		
6	Heavy with development activities/big industries nearby & type?		✓		
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?		✓		
8	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction			Partial	Only have short term effect during construction.
9	Does the sub project require significant extraction of surface or ground water?		✓		

SN	Particulars	Yes	No	Can't Say	Remarks
10	Increased risk of water pollution from oil, grease, fuel spills and other materials	<input type="checkbox"/>		✓	Only brings short term impact during construction
11	Impact on water quality due to release of sewage/sludge?	✓			
12	Possibility of flooding due to sewage	✓			
13	Possibility of increased air pollution during preconstruction/ construction/operation phase?	✓			Only brings short term impact during construction
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper respiratory problems?		<input type="checkbox"/>	✓	Only brings short term impact during construction
15	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation	<input type="checkbox"/>		✓	Only brings short term impact during construction
16	Noise and vibration due to blasting and/or other civil works?	<input type="checkbox"/>		✓	Only brings short term impact during construction
17	Possibility of poor sanitation and solid waste disposal		✓		
18	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?	<input type="checkbox"/>	✓		
19	Accident risks associated with pre construction, construction & operation phases of project	<input type="checkbox"/>		✓	Only brings short term impact during construction
20	Large population influx during project construction and operation that causes increased burden on social		<input type="checkbox"/>	✓	Only brings short term impact during construction

SN	Particulars	Yes	No	Can't Say	Remarks
	infrastructure and services (such as water supply and sanitation systems)				
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?		<input type="checkbox"/>	✓	Only brings short term impact during construction
22	interference with other utilities and blocking of access to resource/utility		<input type="checkbox"/>	✓	Another alternate road is available if such condition held
23	Generation of solid waste and/or hazardous waste during construction/operation of project?	<input type="checkbox"/>	<input type="checkbox"/>	✓	Only brings short term impact during construction
24	conduct of medical health screening and testing to identify the presence of suspected covid-19 positive individuals among the construction workers in the workers' labor camps or among the community members that might infect the construction workers			✓	Will be provisioned during construction period

Table 7-2: Social Screening Checklist

SN	Particulars	Details/Remarks
1	Proposed Site Location	Majhibasti-Nirheghat, Baglung municipality-1
a	Land requirement for the project	It is an up-gradation of an existing road in public use. Thus, there will be no additional land requirement.
b	Landownership of the project area: Govt. / Private lands	Land within the proposed road width is already in use by the public. As per discussion with locals and municipality, there is no any outstanding issues related to grievance, compensation etc

SN	Particulars	Details/Remarks
	c Is the project require acquisition of Govt. land/structures? If yes please mention the area of land, number of affected structures, Households	No
	d Present use of Govt. Land that will be used for the project activities with Persons/Households using	No
	e Is the project require acquisition of private land/structures? If yes please mention the area of land, number of affected structures, Households	No
	f Present use of Govt. Land that will be used for the project activities with Persons/Households using ü Agricultural purposes ü Residential purposes ü Commercial purposes ü Other purposes (Indicate)	No
	g Is the project requires relocation of encroachers/squatters If yes please elaborate number and nature	No
	h Is the project require relocation of community facilities/Govt. establishment or any object that are of religious, cultural and historical significance	Yes (Electricity pole)
	i Proposed project located in an area where residents are- · All Mainstream · All Indigenous peoples · Majority Mainstream or Non-indigenous peoples · Majority Indigenous peoples	All Indigenous peoples. (From chainage 0+590 to 0+650, 17 Household)
2	Potential Social Impacts- Will the Project cause	
	a Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No
	b Impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?	Yes
	c Will community facilities require relocation?	Yes (Electricity pole)

SN	Particulars	Details/Remarks
	d Will the sub-project disturb any traditional activity on adjoining or nearby?	No
	e poor sanitation and solid waste disposal in construction camps and work sites	Influx of people is anticipated during the time of construction. Pressure upon existing natural resources such as water, existing food availability, solid waste system is likely to be affected with the increase in the number of outside workers
	f Possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	There will be influx of workers during construction period. So, May chances to transmission of communicable diseases.
	g Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	Pressure upon existing natural resources such as water, existing food availability, existing educational facilities are likely to be affected with the increase in the number of outside workers
	h Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	No
	i Describe any other impacts that have not been covered in this screening form	No permanent structure lies within the existing road in public use hence there is no adverse impact
	j Describe alternatives, if any, to avoid or minimize displacement from private and public lands	No displacement of private and public land is required
	k RAP/ARAP Requirement	Not required

Annex II: Minutes, Public Notice and Letters
ROW Declaration Letter



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



मण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ५९

मिति :- २०८०/०४/०८

विषय :- सडकको Right of Way कायम भएको जानकारी सम्बन्धमा ।

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहन, काठमाण्डौ ।

प्रस्तुत विषयका सम्बन्धमा विषय बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय पूर्वाधार आयोजना काठमाण्डौ मार्फत यस नगरपालिका क्षेत्रभित्र सडक स्तरोन्नती गर्ने गरी निम्नानुसारका सडक छनौट गरी पठाईएकोमा सो सडकहरूको Right of Way निम्नानुसार भएको व्यहोरा जानकारीको लागि अनुरोध छ ।

तपश्चिनत :

सि.नं.	सडकको नाम	बडा नं.	सडकको क्षेत्राधिकार	सम्बाई	वैकिकयत
१.	मूलपानी स्कूल-हरापोर-कालीमाटी-तिलौरसम्मको सडक	७	१५.०० मिटर	८.५०० फि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।
२.	माफीबस्ती हुँदै निरहंघाटसम्मको सडक	१	८.०० मिटर	१.६०० फि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।
३.	बडारपोर-डाँडनी-फोसैसम्मको सडक	८	८.०० मिटर	२.००० फि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।

मिति

प्रसाद पोखरेल

(धर्म प्रसाद पोखरेल)

अधिकृत स्तर दर्शौ

"बासमैत्री स्थानीय शासनका ५१ घटा सूचक पुरा गर्ने आ-आफ्नो स्थानबाट सहयोग गरी"

०६८-५२०१३१/५२०२३१/५२०३०५

ईमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-५२०१३१

यसरी संरचना तिम्रो ठाउँमा अनुमति दिने तिम्रो पत्रमा रहेको ।

तपाईंको सडकको:

क्र.सं.	ठारोको नाम	ठारोको नं.	कुनैपनि बायाँ (Left)	कुनैपनि दायाँ (Right)
१.	भगावारी रोड डेढी सडकमाथि बुझी (लम्बो) सडकमाथि	१	५ मिटर	३ मिटर
२.	जोगा (ग्यालुङ) ठाउँमाथि बुझी (लम्बो) सडकमाथि	१	८ मिटर	५ मिटर
३.	जोगा (ग्यालुङ) ठाउँमाथि बुझी (लम्बो) सडकमाथि	२.३	८ मिटर	५ मिटर
४.	साखुवा (मिडि) डेढी सडकमाथि बुझी (लम्बो) सडकमाथि	३.५, ६	१५ मिटर	७.५
५.	चाण्डा (मिडि) ठाउँमाथि बुझी (लम्बो) सडकमाथि	५	१० मिटर	५ मिटर
६.	जानिमाथी डेढी सडकमाथि बुझी (लम्बो) सडकमाथि	६	१५ मिटर	७.५ मिटर
७.	जोगा (ग्यालुङ) ठाउँमाथि बुझी (लम्बो) सडकमाथि	११	५ मिटर	५ मिटर



(Signature)
प्रमुख प्रशासकीय अधिकृत



बागलुङ नगरपालिका

.....१..... वडा समितिको कार्यालय

पत्र संख्या:- ०६२/०६३

चलानी नं.:- ४०५



मिति:- २०७२/१२/१५


विषय : राप्र सुकाव सम्बन्धमा

श्री : बागलुङ नगरपालिका कार्यालय
बागलुङ

श्री गणेश
सर्वदात्म्य / सर्वपाठ्य वैद्यमा
पेशा गुण हुन्
मिम
२०७२/१२/१५

प्रस्तुत विषयका सम्बन्धमा यस वडामें, निम्नतकोसय
बागलुङ राजमार्गदेखि बाकी वस्ती हुदै निर्देशमाको
सडक को सडक प्रापदण्ड का सम्बन्धमा तहें कार्यालय
बाट ८.०० मिटर ROW कायम गरेको भनी यस वडा
कार्यालयमा पत्र प्राप्त भएपछि सो सम्बन्धी सुचना
यस वडा को सुचना पाठीमा तहें प्रचार गरिएको र
सो सडक प्रापदण्ड का विषयमा कुनै प्रतिक्रिया आएको
ले सोही वसोतिमा को राप्र सुकाव पठाएको कथेरा
अबोध गर्दछु ।

बागलुङ नगरपालिका, बागलुङ
दर्ता नं.:- २५२१
मिति:- ०७२/१२/१५


(विभागाध्यक्ष, पौख)
वडा सचिव
श्री.ने.पि. १ राप्र (का)
बागलुङ
वडा सचिव

Formation of GRM (1st Level)



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/
५२०२३१/५२०३०९
फ्याक्स नं.: ०६८-५२०१३१
इमेल : baglungmun@gmail.com

गण्डुकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

मिति : २०८०/०७/२१

च.नं. ७१९३

विषय :- प्रथम चरणको गुनासो सुनुवाई समिति गठन गरिएको बारे ।


श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. १ मा पर्ने माभीवस्ती-निरहेघाट १.६०० कि.मी. लम्बाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमा नै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान गर्नको लागि निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासो सुनुवाई समिति (GRC) पुनः गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल

१. सयोजक :- श्री जय बहादुर के सी., वडाध्यक्ष, वडा नं. १
२. सदस्य :- श्री टिकादेवी संकिनी, महिला दलित वडा सदस्य, वडा नं. १
३. सदस्य :- श्री उमा माभी, टोल विकास समिति, अध्यक्ष, वडा नं. १
४. सदस्य :- श्री सुष्मा गौतम, आयोजना सम्बन्धित कर्मचारी, वडा नं. १, वडा सचिव
५. सदस्य सचिव :- सामाजिक सुरक्षण/वातावरण विशेषज्ञ/सुपरभिजन इन्जिनियर


(वसन्त कुमार श्रेष्ठ)
नगर प्रमुख

Formation of GRM (2nd Level)



बागलुङ नगरपालिका



०६८-५२०१३१/

५२०२३१/५२०३०९

फ्याक्स नं.: ०६८-५२०१३१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

च.नं. : १६९९

मिति : २०८०/०९/१२

विषय :- ^{व्यक्ति}द्वितीय तहको (नगरपालिका स्तरको) गुनासो सुनुवाई गठन गरिएको बारे ।

श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) माफत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कूल-हरांचौर-कालीमाटी तिरै ८.४८० कि.मी. लम्बाई भएको सडक, वडा नं. १ मा पर्ने माभीवस्ती-निरहेघाट १.६०० कि.मी. लम्बाई भएको सडक र वडा नं. ४ मा पर्ने वडारचौर-ढोडेनी-फोसे २.१५० कि.मी. लम्बाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमानै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान नभएका गुनासाहरुको समाधान गर्नको लागि नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा नगरपालिका स्तरीय निम्न उल्लेखित व्यक्तिहरु रहने गरी दोश्रो तहको गुनासो सुनुवाई समिति (GRC) गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल :

- | | |
|---|------------|
| १. नगरपालिका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ | संयोजक |
| २. नगरपालिका नगर उप-प्रमुख श्री राजु खड्का | सदस्य |
| ३. प्रमुख प्रशासकीय अधिकृत श्री हरिदत्त कडेल | सदस्य |
| ४. आयोजना सम्पर्क व्यक्ति (NUGIP Focal Person) श्री सोविन घति | सदस्य |
| ५. नगरपालिकाको गुनासो सुन्ने अधिकारी श्री भिमसेन पन्त | सदस्य |
| ६. सामाजिक विकास शाखा प्रमुख श्री धन प्रसाद पोख्रेल | सदस्य |
| ७. (DSC) परामर्शदाता Team Leader श्री रितु वस्नेत | सदस्य सचिव |

(वसन्त कुमार श्रेष्ठ)

Letter regarding Anti-Harassment Cell



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ८७

मिति :- २०८०/०४/०७

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौं ।

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

नेपाल शहरी शासकीय तथा पूर्वाधार आयोजनाबाट मिति २०८०/०३/१० को चलानी - ३५१ को पत्रानुसार उप-आयोजनासंग सम्बन्धित लैङ्गिक हिंसा तथा यौन दुर्व्यहारहरु सम्बन्धी गुनासोहरुलाई अभिलेखिकरण तथा सहजीकरण गर्नका लागि यस नगरपालिकाको लैङ्गिक हिंसा हेर्ने व्यक्ति श्री भिमसेन पन्तलाई Anti-Harassment Cell को समेत गुनासो हेर्ने जिम्मेवारी तोकिएको ब्यहोरा अनुरोध छ ।

लिम्प


धन प्रसाद मोखेल
अधिकृत स्तर दशौं

Public Notice for ESMP Preparation



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

सूचना प्रकाशित मिति : २०८०/०६/०४

सूचना

सूचना

सूचना

विश्व बैंकको आर्थिक सहयोगमा शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. १ मा पर्ने माभीवस्ती हुँदै निरहेघाट १.६०० कि.मी. लम्वाई भएको सडक खण्डको स्तरोन्नती गर्ने भएको छ । यसै सिलसिलामा उक्त सडक खण्डको विस्तृत परियोजना प्रतिवेदन तयारीका चरण गरिने वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMP) तयारीका लागि परामर्शदाताका DSC Team, नगरपालिका र आयोजनाबाट प्रभावित हुने वासिन्दा/जग्गाधनीहरुका बीच निम्न उल्लेखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तर्क्रिया कार्यक्रममा उपस्थित हुनका लागि सबै सरोकारवालाहरुलाई सुचित गरिन्छ ।

अन्तर्क्रिया हुने मिति र स्थान :

मिति : २०८०/०६/०५

समय : बिहान ९.०० बजे

स्थान : माभीवस्ती टोल

(धन प्रसाद पोखेल)
अधिकृत स्तर दर्शाउँ

Public Notice for GRC



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/
५२०२३१/५२०३०९
फ्याक्स नं.: ०६८-५२०१३१
इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

मिति : २०८०/०७/२०

सूचना

सूचना

सूचना

मिति २०८०/०७/२० गतेका दिन यस बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. १ मा पर्ने माफीवस्ती-निरहेघाट १.६०० कि.मी. लम्वाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरुको अध्ययन गरी स्थानीय स्तरमा नै समाधान गर्न आयोजना स्तरमा वडा नं. १ का वडाध्यक्ष श्री जय बहादुर खत्री ज्युको संयोजकत्वमा निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासा सुनुवाई समिति (GRC) पुनः गठन गरिएको बारे सम्बन्धित सबैलाई जानकारी गराइन्छ । साथै आयोजना सम्बन्धी कौहि कसैलाई कुनै किसिमको गुनासा भए उल्लेखित गुनासा सुनुवाई समितिमा मौखिक वा लिखित रुपमा जानकारी गराउनु हुन समेत अनुरोध छ ।

तपशिल :

१. संयोजक :- श्री जय बहादुर के.सी., वडाध्यक्ष, वडा नं. १
२. सदस्य :- श्री टिकादेवी सर्किनी, महिला दलित वडा सदस्य, वडा नं. १
३. सदस्य :- श्री उमा माफी, टोल विकास समिति, अध्यक्ष, वडा नं. १
४. सदस्य :- श्री सुष्मा गौतम, आयोजना सम्बन्धित कर्मचारी, वडा नं. १, वडा सचिव
५. सदस्य सचिव :- सामाजिक सुरक्षण/वातावरण विशेषज्ञ/सुपरभिजन इन्जिनियर

(वसन्त कुमार श्रेष्ठ)
नगर प्रमुख

IEE Report for Quarry site

कालिगण्डकी नदीबाट
नदीजन्य पदार्थ
उत्खनन, संकलन तथा निकासी गर्ने प्रस्तावको

प्रारम्भिक वातावरणीय परीक्षण प्रतिवेदन


नगर कार्यपालिकाको कार्यालय
बाग्लुङ

पेश गरिएको निकाय
जिल्ला समन्वय समिति
बाग्लुङ




पेश गर्ने

बाग्लुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
बाग्लुङ
गण्डकी प्रदेश




Municipal Ward office (ward-1) letter for establishment of camps, stockpile, other facilities.

**बागलुङ नगरपालिका**
१ नं. वडा कार्यालय
रामरेखा, बागलुङ
गण्डकी प्रदेश, नेपाल

प.स: २०८०।८१
च.न: ४४२

मिति : २०८०।०८।२१

विषय:- सिफारिस सम्बन्धमा ।

श्री बागलुङ नगरपालिका
नगरकार्यपालिकाको कार्यालय
बागलुङ ।

प्रस्तुत विषयमा यस वडाको क्षेत्र अधिकार भित्र पर्ने तपशिल बमोजिमका जग्गाहरु सार्वजनिक जग्गा भित्र पर्ने भएको हुँदा कसैको हक दावी नलाग्ने व्यहोरा सिफारिस साथ अनुरोध गरिन्छ ।

तपशिल:

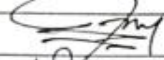
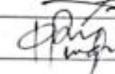
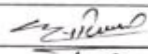

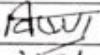
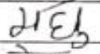
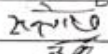
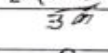



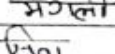

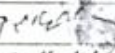
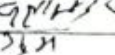
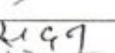
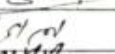
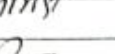





१. तल्लो बाङ्गेचौर
२. निरहे क्षेत्र

(जय बहादुर के.सी)
वडा अध्यक्ष

Public Consultation meeting minutes

उपरोक्त मिति १००० आश्रितन धेरैले प्रतिबन्धित तयुडा २३
 सेप्टेम्बर २०१७ डुडा बिच यस बाग्लुङ जिल्ला बाइतुड गापालिका
 वडा नं-१ मा नेपाल शहरी शासकिय तथा शहरीय आश्रोजन
 NUGEP अन्तर्गत धर्मोत्तरको सडक मध्ये साको वस्ति- निरहेघाट
 सडकको बालावर्णिय तथा सामाजिक अभियोग सम्बन्धमा यल वडा
 वडा सदस्य श्री सोम वडा वडा वडाको अध्यक्षतामा बैठकको
 निम्नानुसारको प्रस्तावको देहाय कोजीको उपस्थितिमा निर्धारण गरियो

उपस्थिति

- १- श्री सोम वडा वडा वडा सदस्य - 
- २- किरण थापा मगर - वडा प्रतिनिधिक 
- ३- विमलेन्द्र आचार्य - स्थानीय
- ४- आश्रित व. डोडी - स्थानीय 
- ५- इन्द्रराज श्रेष्ठ - स्थानीय 
- ६- जगदिन शर्मा - स्थानीय
- ७- विष्णु शर्मा - स्थानीय 
- ८- गणेश शर्मा - स्थानीय 
- ९- सन्तोष शर्मा - स्थानीय 
- १०- हर्क व कोटि - स्थानीय 
- ११- प्रकाश शर्मा - स्थानीय 
- १२- सन्तोष शर्मा - स्थानीय 
- १३- देवी शर्मा - स्थानीय 
- १४- गंगा शर्मा - " 
- १५- शिता शर्मा - " 
- १६- प्रकाश शर्मा - " 
- १७- इन्दु शर्मा शर्मा - " 
- १८- जल व शर्मा - " 
- १९- गुण व शर्मा - " 
- २०- सुदाम शर्मा - " 
- २१- सुदाम शर्मा - " 
- २२- शैल व शर्मा - " 
- २३- गणेश शर्मा - " 
- २४- दाम व शर्मा - " 
- २५- प्रकाश शर्मा - " 

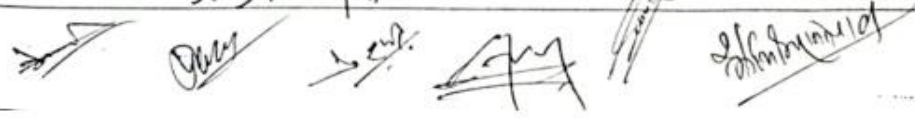
२५, उमा देवी माथी	स्थानीय	उमा
२६, कुमिका माथी	"	कुमिका
२७, लक्ष्मी बोट माथी	"	लक्ष्मी
२८, देउकली माथी	"	देउकली
२९, लक्ष्मी माथी	"	लक्ष्मी
३०, हूवा माथी	"	हूवा
३१, खरिवा माथी	"	खरिवा
३२, शोकराम गार्ड	Social expert	शोकराम गार्ड
३३, उद्योग कर्माल उपकरण	Engineer	उद्योग कर्माल
३४, सुविला हाकर	Engineer	सुविला हाकर

प्रस्तावहरू

- १ - बाटो निर्माण सम्बन्धमा
- २ - वातावरणीय तथा सामाजिक परियोजना निष्पन्न सम्बन्धमा
- ३ - विविध सम्बन्धमा

निर्देशहरू

- १ - प्रस्ताव १ - बाटो निर्माण सम्बन्धमा इलपल गार्ड अफ माथी बाटो - निरहेघाट बाटो निर्माण सम्बन्धमा इलपल गार्ड बाटो निर्माण कार्य प्रस्तावित गार्ड अफ माथी प्रस्तावित अवरोध हुने क्षेत्र भन्ने निर्दिष्ट गरियो ।
- २ - प्रस्ताव २ - वातावरणीय तथा सामाजिक परियोजना निष्पन्नमा इलपल गार्ड बाटो निर्माणमा क्रममा वातावरणीय परियोजना राखी छुले उद्घाटन दिवसमा लक्ष्मी पानी राख्ने र धुने उपकरण, सामाजिक परियोजना बाटोको निर्माण DPR अनुसार अगाडी नयाँको कार्य निर्दिष्ट गरियो ।
- ३ - प्रस्ताव ३ - विविध सम्बन्धमा इलपल गार्ड निर्माण कार्य प्रस्तावित गर्ने क्रममा लोकपालको पात्रपत्राहनेलाई अखेर नपु-माई कार्य अगाडी नयाँको र उही क्रममा अखेरमा परियोजनाले पुन निर्माण गरिदिने इलपल गार्डमा



KII

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of माझी बास्ती - निराहेघाट Road

Attendance Sheet


Date: २०७०/०५/०९ Venue: माझी बास्ती Ward No. ०९

Name: प्र. ल. कुमारी माझी Contact No. ९८९६७३९०४२

Organization/Occupation: गृहणी

Comments/Suggestions:

- त्रोटो वन्ने युवा खुसि लगेछो धा
- खिलाइ कराइ तालीको अपेक्षा ।
- ठपुटे पाकेको तालीको अपेक्षा ।
- च्याउ खेती सम्बन्धि तालीको ।
- भाषी ० ललेखित गर्दै जुन तालीको उपलब्ध भएका स्व-रोजगारको सम्झौता हुने थियो ।

Signature: 

K II

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of मजिबस्ती - निराहेघाट Road

Attendance Sheet

Date: २०८०/०९/०५ Venue: ग्रामी वार्ड Ward No. ०९

Name: प्रधान मान्नी Contact No. ९८५०२५५३९७

Organization/Occupation: ज्यास्ता मजदुरी

Comments/Suggestions:

- > वार्ड वेत्रे सुत्का सुक्ती लगेछो वी
- > इन्जिन लाग्ने केपी बुन गर्ड गरेछो र खो सम्बन्धि तालीम फ्रि पास आने जिनिबोपार्जना सहयोग पुग्ने छिने ।
- > पुष्पखेतीको विकासका लागि कृषिमा पुष्पखेती तालीम को उपेक्षा ।

Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of Majhibasti — Niraheghat Road

Attendance Sheet

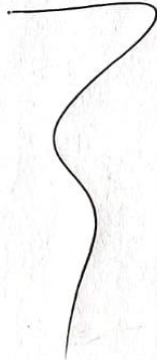
Date: 2081-06-06 Venue: majhibasti Ward No. 01

Name: Krishna mahi Contact No. 9847631690

Organization/Occupation: Computer operator

Comments/Suggestions:

1. Land (Personal Property) is included in Road construction about 20-30% so
2. Agriculture land is in Road side area. (Remarkable point)



Signature:

Consultation meeting with Majhi community

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of Majhibasti - Niraheghat Road

Attendance Sheet of FGD

Date: 2081-06-06 Venue: Majhibasti tol Ward No. 1

SN	Name	Organization/Title	Contact no.	Signature
1	Deekumari Majhi	Majhi-basti To. bides Sans tha. Adashya	9847677165	
2	Raju Majhi	"		
3	Uma Majhi	"		
4	Laxmi Majhi	"		
5	Fulmaya Majhi	"		
6	Harma B. Majhi	"		
7	Ram B. Majhi	"		
8	Jyami Majhi	"		
9	Bal B. Majhi	"		

Suggestions/Recommendations:


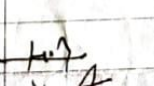
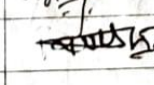

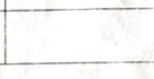
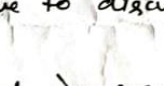
- All things is clear by Majhi baski committee.
- Some drinking water problem are found there.

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of Majhibasti Niraheghat Road

Attendance Sheet of FGD

Date: 2081-06-06 Venue: Ramreya forest user group Ward No. 1

Attendees				
SN	Name	Organization/Title	Contact no.	Signature
1.	Tak Bohora	chairperson		
2.	Krishna Sharma	vice chairperson		
3.	Krishna K.C	secretary		
4.	Rajendra Phatri	Treasurer		
5.	Man Kaji Kisan	member		
6.	Pankaj K.C	member		
7.	Bishnu Malla	member		

Suggestions/Recommendations:

- 1). Road Side 3-4 trees have to clean due to discussion it is cleared by forest member.
- 3). No other harmful things were found in road side about belong to forest.

Meeting minutes regarding existing Tap Management with ward chair and locals

आज मिति २०२०/०९/२२ गतेका दिन नेपाल शहरी शासकीय तथा कर्मचारी आयोग (NUPA) अन्तर्गत बागलुङ नगरपालिकामा सञ्चालन भएको शडका निर्माण कार्यक्रमको मध्यम भागमा पस्ती - निरहेघाट वडा नं १ क्षेत्र निरहेघाटमा पर्ने धाराको व्यवस्थापन विषयमा वडा अध्यक्ष श्री जय वहादुर केसीको अध्यक्षतामा वरिष्ठको बैठकको उपस्थिति रहेको छ।

उपस्थिति

- | | | |
|---------------------|----------------|--|
| १. जय वहादुर केसी | - वडा अध्यक्ष | |
| २. शुभिल ठाकुर | - DSC Engineer | |
| ३. सोम वहादुर जोशी | - वडा सदस्य | |
| ४. प्रसाद भामी | - सहायक | |
| ५. देवी कुमारी भामी | - " | |
| ६. प्रजल भामी | - " | |
| ७. दिलभाषा भामी | - " | |
| ८. उमा देवी भामी | - " | |
| ९. पुलभाषा भामी | - " | |
| १०. सुजिता ब्राँटे | - " | |

निर्णयहरू

१. निरहेघाटमा परेको धारा अति प्रयोगमा नपर्ने शडका निर्माण गर्दा धाराको पुर्ण व्यवस्थापन गर्नुपर्ने छ।
२. धाराको पुर्ण व्यवस्थापन गर्दा हालमा प्रयोग भएको ठाडो अगदा पढाडीपटी प्रयाप्त गराउनु पर्ने हुनाले त्यही ठाडोमा पुर्ण व्यवस्थापन गर्नुपर्ने छ। धाराको निर्माण गर्दा सामाजिक कार्यको बाधा विरोध हुने साथै समाजमा कुनै प्रकारको सामाजिक र वातावरणीय प्रदूषण नभै निर्माण गरियो।

Meeting with Ramrekha Community Forest User Group

आज मिति २०२०/०८/०८ गतेका दिन नेपाल राहरी शासकीय तथा पुर्वाधार आयोजना NUPJP अन्तर्गत वाग्लुङ नगरपालिकामा दूर्गौट भएको सडक मध्ये मागीवस्ती - गिरहेघाट सडकको वातावरणीय सम्बन्धमा वडा न व का वडा अध्यक्ष श्री जयवहादुर केसीको अध्यक्षतामा रामरेखा सामुदायिक वनका सचीप कृष्ण वहादुर केसी र C2AECM जाडमानुड टिम विचको हलफलमा निम्न वमौषिको उपस्थिती रहेको छ।

उपस्थिती,

- श्री जयवहादुर केसी - वडा अध्यक्ष-१
- श्री शोभाबहादुर वोहरा - वडा सदस्य
- श्री टिका देवी वोहरा - " "
- श्री कृष्णवहादुर श्रेठी - वन सचीप
- श्री सुब्बा शडतमा - वडा सचीप
- श्री सुबिल ठाकुर - उडक हलफलकर्ता
- श्री किरण शपा मगर - वडा प्राविधिक
- श्री अकिला श्रेठी - उपमोठला समिती
- श्री गण्डु राम मडले - उपमोठला समिती

कृष्ण वहादुर श्रेठी वन सचीप - ९२५०६२२६६२

प्रस्तावहरू

१. सडको सम्बन्धमा अध्ययन सम्बन्धमा।
२. सडक अधिकार क्षेत्र (CCOJ) सम्बन्धमा।

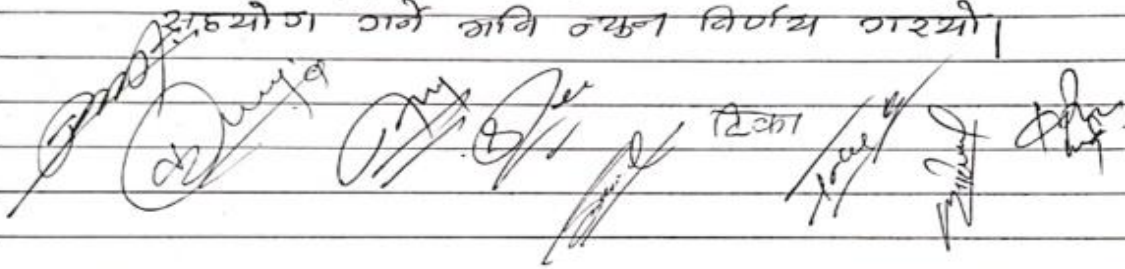
निर्णय,

निर्णय न १. - प्रस्ताव नवमथि हलफल गर्ने वाग्लुङ नगरपालिका वडा न व को सडक क्षेत्र गिरहेघाट सडक शतरोन्वती गर्न परियोजना कार्यान्वयन गरेरमा हुन सक्ने वातावरणीय तथा वनमा हुन सक्ने

DATE:

जोशवीमको विषयमा दलफल गरियो।

निर्णय नं २: प्रस्ताव नं २ माथि दलफल गर्दा
गाभीवस्ती - निरहेघाट सडकको सडक अधिकार
क्षेत्र ८ मिटर कायम भएको जानकारी गरियो।
सडक अधिकार क्षेत्र भित्र रामेश्वर साकुवाथीका
वनको रक्षकविरुद्ध पर्देन सार्थक निर्माण कार्य
गर्दा वन क्षेत्र माथि कुनै किसिमको प्रभाव
नपर्ने भनी पुष्टी गर्दै हामी रामेश्वर वन
विभागका समितिले निर्माण कार्यमा कुनै किसिमको
बाधाविरोध नगरि आयोजना संयोजनमा
सहयोग गर्ने भनि नक्का निर्णय गरियो।

 टिका



बागलुङ नगरपालिका

१ नं. वडा कार्यालय

गण्डकी प्रदेश, नेपाल

रामरेखा बागलुङ



प.सं : ०८०/०८१

मिति :- २०८०/०४/०९

प.नं : ३५


विषय :- सिफारिस सम्बन्धमा ।

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

प्रस्तुत विषयमा विश्व बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय तथा पूर्वधार आयोजना मार्फत बागलुङ नगरपालिका वडा नं. १ मा आयोजना कार्यान्वयन चरणमा पुगेको र उक्त आयोजना सञ्चालन हुने क्षेत्र यस बागलुङ नगरपालिका वडा नं. १ को माझीबस्ती निरहेघाट सडक को बीच रामरेखा समुदायिक वन पार्ल (CH-0+670 to CH-1+000) क्षेत्र पर्ने भएको हुँदा सडकको मापदण्ड ८ मिटर भित्र कुनै प्रकारका रुख तथा बोट बिरुवा नपर्ने भएको साथै वन क्षेत्रलाई कुनै प्रकारको क्षति नहुने भएको र सो सडक निर्माण गर्ने क्रममा उल्लेखित बनका उपभोक्ता समितिहरूले कुनै किसिमको बाधा अवरोध नगर्ने भनि उपभोक्ताको समितिको निर्णय भएकोले सोही आधारमा सडकको निर्माण कार्य अगाडी बढाउन सिफारिस साथ अनुरोध गरिन्छ ।

(जय बहादुर के.सी.)
वडा अध्यक्ष
जय बहादुर के.सी.
वडा अध्यक्ष

Letter from District Police office, Baglung about GBV cases


जिल्ला प्रहरी कार्यालय
(अपराध अनुसन्धान शाखा)

कन्ट्रोल: { १००
फोन नं.: { ०६८-५२०१९९
मोबाईल: { ९८५७६२०००३

बागलुङ

पत्र संख्या :- ०८०१०८१

चलानी नं.:- १०४७

मिति:- २०८०।०६।१२ गते ।

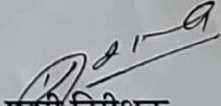
विषय:- विवरण उपलब्ध गराईएको ।

**श्री बागलुङ नगरपालिका नगर कार्यपालिकाको
कार्यालय, बागलुङ ।**

उपरोक्त सम्बन्धमा ताँहा कार्यालयको च.नं. ८५१ मिति २०८०।०६।१० गतेको पत्रको सम्बन्धमा तीन आर्थिक बर्षमा यस कार्यालयमा भएका यौन शोषण, दुर्व्यवहार तथा महिला तथा बालबालिका हिंसा सम्बन्धी उजुरीको विवरण निम्नानुसार खुलाई पठाईएको व्यहोरा अनुरोध गरिएको छ ।

निम्न:-

आर्थिक वर्ष	घरेलु हिंसा	जवरजस्ती करणी	जवरस्ती करणी उद्योग	बहुविवाह	बालविवाह	बालयौन दुरुपयोग	अप्राकृतिक मैथुन
०७७।०७८	५३	१४	६	७	०	३	१
०७८।०७९	३२	१७	९	८	१	१	०
०७९।०८०	३२	२७	९	८	०	२	३


प्रहरी निरीक्षक
(बसन्त बहादुर भुजेल)

Letter from NEA for pole relocation



नेपाल विद्युत प्राधिकरण
(नेपाल सरकारको स्वामित्व)
वितरण तथा ग्राहक सेवा निर्देशनालय
गण्डकी प्रादेशिक कार्यालय
बागलुङ वितरण केन्द्र

पत्र संख्या. : ०८०/०८१

चसानी नं. : २५५



मिति: २०८०/०७/१९

श्री बागलुङ नगरपालिका,
नगर कार्यपालिकाको कार्यालय ।

श्री जोशी/रावत
६/१९

विषय: जानकारी गराइएको सम्बन्धमा ।

उपरोक्त सम्बन्धमा प.सं.०८०/०८१(योजना), च.नं.११४९, मिति २०८०/०७/१६ को प्राप्त पत्रावाट व्यहोरा अवगत भयो । उक्त पत्रमा उल्लेख सडकहरू निर्माण हुँदा सडकको दायावाया पर्ने विद्युतीय पोलहरू सार्न यस कार्यालयबाट ने.वि.प्रा.को नियमानुसार आवश्यक सहयोग गरिने व्यहोरा जानकारीका लागि अनुरोध छ ।

बागलुङ नगरपालिका, बागलुङ
दस्तावेज नं.- ६०९
मिति २०८०/०७/१९

.....
(ई. पवन पौडेल)
केन्द्र प्रमुख
केन्द्र प्रमुख



बागलुङ नगरपालिका

नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं.: ०६०/०६१ (योजना)
च.नं. ११४८

मिति : २०६०/०७/१६

विषय: आवश्यक सहयोग तथा समन्वय सम्बन्धमा ।

श्री नेपाल विद्युत् प्राधिकरण
बागलुङ वितरण केन्द्र, बागलुङ ।

बागलुङ वितरण केन्द्र
सं.सं. १८५
२०७०।०६।१६

प्रस्तुत विषयका सम्बन्धमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना अन्तर्गत यस नगरपालिका वडा नं. १, ४ र ७ मा तपशिल बमोजिमका सडक निर्माण आयोजनाहरूको DPR तयार भई उक्त आयोजनाहरू सञ्चालनको क्रममा रहेको हुँदा उक्त सडकहरूको दायरवार्या पर्ने तपशिल बमोजिमको संख्यामा रहेका विद्युतीय पोलहरू सार्नु पर्ने भएको हुँदा सो कार्यको लागि तहाँ केन्द्रबाट आवश्यक सहयोग तथा समन्वय गरि दिन हुन अनुरोध छ । साथै उक्त विद्युतीय पोलहरू सार्नका लागि आवश्यक पर्ने बजेट रकम उक्त आयोजनाहरूको लागत अनुमानमा समावेश गरिएको व्यहोरा समेत जानकारीका लागि अनुरोध छ ।

तपशिल :

सि.नं.	वडा नं.	सडक आयोजनाको नाम	सडकको लम्बाई	विद्युतीय पोलको संख्या
१.	१	मान्नीवस्ती हुँदै निरहेघाट सडक	१.६००	२३ वटा
२.	४	बडारचौर-डोडेनी-फोर्स सडक स्तरोन्नती	२.१००	४ वटा
३.	७	मूलपानी स्कुल-हराचौर-कालीमाटी सडक स्तरोन्नती	६.५००	३ वटा

सि.सं.

(धन प्रसाद पोख्रेल)
अधिकृत स्तर दशौ

सि.सं.को-
- श्रीमान् हरिप्रसाद
जोशी
सि.सं.को-
२/१६

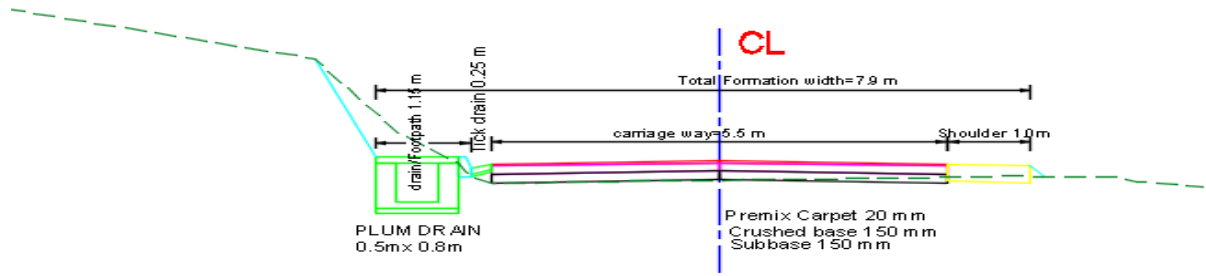
"बालमैत्री स्थानीय स्थानतका ५१ वटा सुकाक घुर्ना गर्ने अत-आपत्तो स्थानबाट सहयोग गरी"

०६६-५२०१३१/५२०२३१/५२०३०६

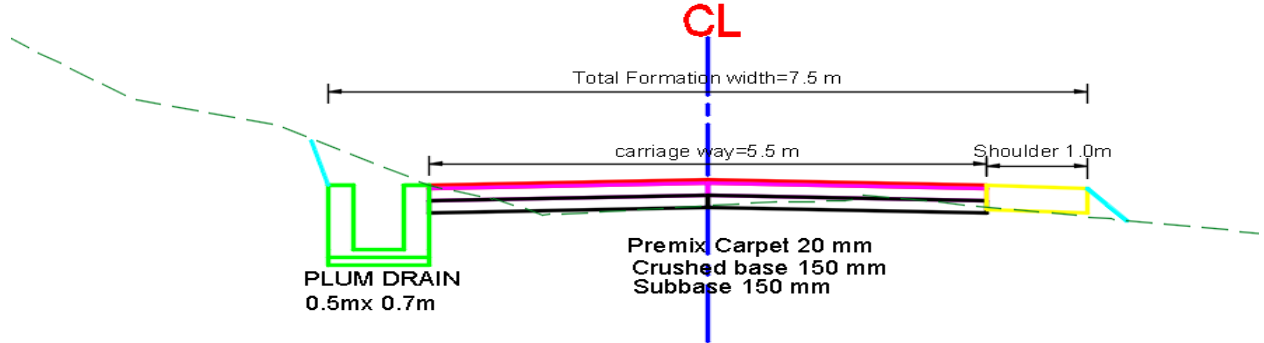
इमेल : baglungmun@gmail.com

फ्याक्स नं. ०६६-५२०१३१

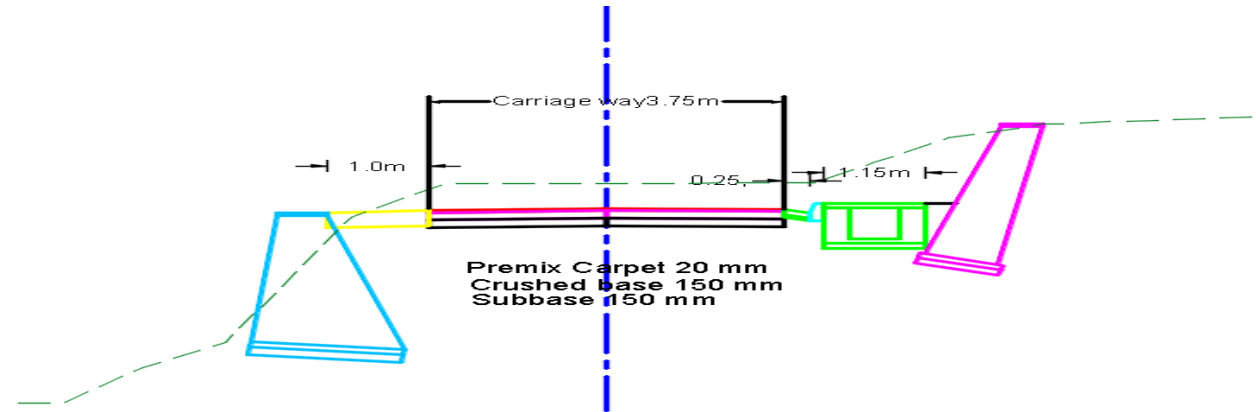
Annex III: Proposed Typical Cross Sections



Typical section-1



Typical section-2



Typical section-3

Annex IV: GoN Permissible Environmental limits/standards**(A) National Drinking Water Quality Standard, 2079 BS****A-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	

A-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)	

(B) 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

(C) 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

(D) Diesel Powered Generator Emission Limits (g/kWh), 2069

Category, (kW)	CO	HC	NO _x	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 V: Air, Noise, Water Quality Test Reports



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

Report Number	35A/080-81		
Sample Number	21A/080/81		
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd		
Sampling location	Baglung Municipality - 4, Majhibasti Niraheghat Road and Odarchaur-Dhodeni-Phosre Road	GPS Point: 28°16'52.47"N 83°36'3.11"E	
Project	Nepal Urban Governance Infrastructure Project (NUGIP)		
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu		
Sampling Date	29 - 30 September 2023		
Report Date	12 October, 2023		
Instrument used	Respirable Dust Sampler (GTI 151) and Combined Sampler (GTI 241)		
Result			
Parameter	NAAQS *	Observed Values	Method
TSP ($\mu\text{g}/\text{m}^3$)	230.0	154.1	IS 5182 (Part 14)-2000 (reaffirmed 2005)
PM ₁₀ ($\mu\text{g}/\text{m}^3$)	120.0	67.8	IS 5182 (Part -23):2006
PM _{2.5} ($\mu\text{g}/\text{m}^3$)	40.0	18.6	IS 5182: Part 24: 2019
SO ₂ ($\mu\text{g}/\text{m}^3$)	70.0	4.9	IS 5182 (Part 2)-2006
NO ₂ ($\mu\text{g}/\text{m}^3$)	80.0	6.4	IS 5182 (Part 6)-2006
CO ($\mu\text{g}/\text{m}^3$)	10000.0	<230.0	IS 5182 (Part - 10):2006

* - National Ambient Air Quality Standard, 2069, ** - National Ambient Air Quality Standard for TSP for Crusher Industry, IS - Indian Standard

Remarks: The observed values are within the prescribed limit of NAAQS.

Sampled by

Checked by

Authorized by

**Environment Management
&
Analysis Services P. Ltd**



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

Report Number	37/N/080-81	Sample Number	22-N/080/81								
Sampling Date	29 - 30 September 2023										
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd										
Sampling location	Baglung Municipality - 4, Majhibasti Niraheghat Road and Odarchaur-Dhodeni-Phosre Road	GPS Point: 28°16'52.47"N 83°36'3.11"E									
Project	Nepal Urban Governance Infrastructure Project (NUGIP)										
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu										
Report Date	12 October, 2023										
Instrument used	LUTRON SL - 4033SD										
Test method	Noise Measurement Protocol (Central Pollution Control Board, India)										
Hours	Time	Noise Level (dBA)			Hours	Time	Noise Level (dBA)				
		Lmax	Lmin	Leq			Lmax	Lmin	Leq		
06:00 - 07:00	Day	56.3	40.3	44.5	18:00 - 19:00	Night	63.7	39.6	43.9		
07:00 - 08:00		60.4	40.3	43.4	19:00 - 20:00		76.8	39.0	41.0		
08:00 - 09:00		63.1	43.9	46.6	20:00 - 21:00		68.4	38.2	41.8		
09:00 - 10:00		71.2	41.6	45.5	21:00 - 22:00		73.2	39.6	43.2		
10:00 - 11:00		72.7	43.4	46.5	22:00 - 23:00		61.3	38.3	44.4		
11:00 - 12:00		65.4	44.1	48.9	23:00 - 00:00		62.6	38.6	43.0		
12:00 - 13:00		69.5	42.9	48.5	00:00 - 01:00		58.4	39.1	43.1		
13:00 - 14:00		74.0	45.1	48.2	01:00 - 02:00		81.3	39.2	41.7		
14:00 - 15:00		69.3	44.6	47.5	02:00 - 03:00		76.8	40.9	42.9		
15:00 - 16:00		59.3	43.9	47.6	03:00 - 04:00		65.8	39.3	43.2		
16:00 - 17:00		61.7	40.2	48.9	04:00 - 05:00		56.3	40.2	44.9		
17:00 - 18:00		62.4	41.3	46.4	05:00 - 06:00		61.4	40.3	42.3		
Leq average (Day)				46.9	Leq average (Night)				42.9		
Permissible limit *				55.0	Permissible limit				50.0		

dBA - A-weighted decibels, Lmax : Maximum Sound Level, Lmin: Minimum Sound Level

Remarks: The equivalent noise level during day and night hours comply with the permissible limit in reference to noise level standard 2069, under category of urban residential area.

Sampled by

Checked by

Authorized by

Environment Management & Analysis Services P. Ltd



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

Water Analysis Report

Client: Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd
Sample Location: Nareghat Mul (Used for drinking purpose)
GPS Point: 28°16'12.04"N 83°36'17.38"E
Report No: 39/W/080-81
Report Date: 12 October, 2023
Sampled by: EMAS P. Ltd.
Project: Nepal Urban Governance Infrastructure Project (NUGIP)

Sample Sources: Spring Source
Source Name: Nareghat Mul
Sampling Date: 30 September, 2023
Received Date: 01 October, 2023
Analysis Period: 30 Sept- 05 Oct, 2023

Parameters	Unit	NDWQS	Observed Values	Test Methods
pH	-	6.5 - 8.5*	6.7	4500-H ⁺ B, APHA, 22nd EDITION
Colour	-	5 (15)	<0.1	2120 B, APHA, 22 nd EDITION
Turbidity	NTU	5 (10)	<1.0	2130 B, APHA, 22nd EDITION
Electrical Conductivity	µS/cm	1500	98.0	2510 B, APHA, 22nd EDITION
Temperature (Lab)	°C	-	24.3	2550 B., APHA, 22nd EDITION
Total Hardness	mg/l as CaCO ₃	500	44.0	2340 C, APHA, 22nd EDITION
Chloride	mg/l	250	1.2	4500-Cl ⁻ B, APHA, 22nd EDITION
Ammonia	mg/l	1.5	<0.02	4500-NH ₃ C., APHA, 17 th EDITION
Nitrate	mg/l as NO ₃	50	<0.02	4500-NO ₃ - B., APHA, 22nd EDITION
Iron	mg/l	0.3 (3)	<0.01	3112 B., APHA, 22nd EDITION
Manganese	mg/l	0.2	<0.02	3112 B., APHA, 22nd EDITION
Arsenic	mg/l	0.05	<0.01	3114 C., APHA, 22nd EDITION
E.Coli	CFU/100 ml	Nil	Nil	9221 C., APHA, 22nd EDITION

NDWQS: National Drinking Water Quality Standard (2079), * - Values are upper and lower limit, () - Values are acceptable only when alternative is not available. **APHA:** American Public Health Association

Remarks: Observed values of the parameters are within the NDWQS.

Analyzed by

Checked by

Authorized Signature

**Environment Management
&
Analysis Services P. Ltd**

Annex VI: List of Zebra Crossings

SN	Chainage	Width	Nos.	Quantity (Sqm)
1	0+300	3.250	6.000	11.7
2	0+590	3.250	6.000	11.7
3	0+750	3.250	6.000	11.7
4	1+540	3.250	6.000	11.7
			Total	4Nos.

Annex VII: Code of Conduct (CoC) on GBV

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, राजनीतिक वा सामाजिक हैसियत, 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 अधिपछी वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
३. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने ,व्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/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 मर्दिराजन्य 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 सघिय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैक को कानुन , निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्न तयार हुनेछु ।
८. कार्य गर्ने शिलशिलामा 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 रूपमा 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 गतिविधी गर्न दिने छैन ।
१५. कार्यस्थलमा महिला तथा यौन हिंसा गतिविधीहरूलाई 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 सहिता उल्लघन गरेमा वडा/ नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरुन्त निवेदन/जानकारी दिनेछु ।
१८. कार्यस्थलमा कसैले यौनजन्य दुर्व्याहार सम्बन्धी शक्कापद व्यावहार गरेमा वा शक्कापद कार्य गरेमा तुरुन्त टोली प्रमुख /प्रबन्धकलाई जानकारी/निवेदन दिनेछु ।

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

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व्यवस्थापक/टोली प्रमुख

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कर्मचारी/कामदार

Annex VIII: Summary of community consultation

Date	Consultation type	Composition of participants	Issues raised	Response from project
23 rd Sep, 2023	Key Informant Interview	Mr. Krishna Majhi Ward No. 1, Computer Operator	<ul style="list-style-type: none"> Land (Personal property) is included in road construction about 20-30%. Agriculture land is in road side. 	There is already 8 m. so there is no any change on RoW.
23 rd Sep, 2023	Key Informant Interview	Mr. Prasant Majhi Ward No. 1 Labor, Majhibasti	<ul style="list-style-type: none"> Glad to know road construction. If project provide me Mason or Floor farming training life would be easier. 	It is address on ESMP.
23 rd Sep, 2023	Key Informant Interview	Mrs. Ful Kumari Majhi, Ward No. 1 Housewife, Majhibasti	<ul style="list-style-type: none"> Glad to know road construction. If project provide me/us tailoring, beauty parlor or mushroom farming training life would be easier. 	It is address on ESMP.
23 rd Sept, 2023	FGD – Ward 1	Ward no 1, Ramrekha FUG, 5 members	<ul style="list-style-type: none"> Constriction work should be complete in time. Coordinate local people while working. Do not make noise while working. Coordinate with local people while working. 	The measures will be taken during design.
22 nd Sept, 2023	Meeting	Ward no 1, Participants 35 (M25, F 25)	<ul style="list-style-type: none"> The project should accomplish with quality as soon as possible. Coordinate with local people while working. Local people must be employed on road construction. 	The comment address on construction period.

Annex IX: Photographs

Consultations Photographs: Majhibasti - Niraheghat Road-1.62Km



Consultation at Majhibasti tole community (Ch 0+400)



Consultation at Majhibasti tole community (Ch 0+400)



Consultation at Majhibasti tole community (Ch 0+400)

Environmental and Social Management Plan (ESMP)

Nepal Urban Governance and Infrastructure Project (NUGIP)

Upgradation of Odarchaur-Dhodeni-Phorse Road (2.14Km)

Baglung Municipality
Baglung, Gandaki Province
Nepal

March, 2024

EXECUTIVE SUMMARY

Introduction

An alignment Odarchaur-Dhodeni-Phorse Road starts from Odarchaur (Chainage 0+000) and passes through Dhodeni and ends at Phorse/Dhodani khola (chainage 2+140 m) where existing suspension bridge exists and is the border point of the Baglung and Myagdi District separated by Dhodeni Khola. The overall length of the proposed road is 2.14 km and covers ward number 4 of the municipality. The ROW of the proposed roads is 8m. Its starting point coordinates are Easting 755228.242m, Northing 3131451.368m and elevation 958.191m, end point coordinates are Easting 755032.354m, Northing 3132921.118 and elevation 798.124m. The proposed subproject is located in hilly area and passes mainly through rural settlement and cultivated land. It is anticipated that the implementation of sub-project will further enhance infrastructure development and institutional capacity of the municipality. The project alignment does not run through other ecologically sensitive area such as protected area, conservation area, wetland, national parks etc.

Baseline Information

The subproject is located in Mountain and partially Hilly Area of Lesser Himalaya at the altitude of 958.191m to 798.124m altitude from sea level. The project area has Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. The average annual rainfall in this area is 1090.1mm. The alignment does not cross any rivers and streams however Kaligandaki river bank is present right side of the alignment from chainage 1+130 to 1+310 and at the end point, there is also presence of Dodhani Khola. The sub-surface strata of the project area primarily consist of alluvium boulders, gravels, sands and clay. Most of the area of present land use of Baglung Municipality includes cultivated land. The air and noise quality of surrounding areas is affected by the local city vehicles and the noise created in the road section. The Noise and air quality of project area were tested and found within government Standards. During the construction of the road, vehicular circulation along the road is likely to be disturbed. Dhodeni Community Forest, Odarechaur Chipchipe Paleban and Chutreni Waneko Pakho Community Forest (chainage 0+050 to 1+130) is present in alignment of the road however existing road width is sufficient in this section. In project area there are different types of the tree species found, some of them are Sissoo (*Dalbergia Sissoo*), Paiyo (*Prunus cerasoides*), Pipal (*Ficus religiosa*), Utis (*Alnus nepalensis*), Sallo (*Pinus roxburghii*) and Dabdabe (*Burseraceae*). Also, 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.

The total population of the Baglung District is 249,211 and the number of households is 64153. The average household size of the district is 3.88, which is lower than that of the national average (4.37). The total population of Baglung Municipality is 56102 and total household is 15924. The average household size of the Municipality is 3.53 which is higher than that of district household size (3.88). The male and female population of the municipality is 26080 and 30022 respectively and sex ratio is 86.87. The major ethnic and caste representation in the area are Brahmins, Chhetri and Magar. The majority the people of this area are mainly involved in agricultural based work, labor work and foreign employment for livelihood. The total population and household of project affected ward (ward number 4) is 4892 (Male 2275 and female 2617) and 1313 respectively. The average household size of the project wards is 3.73. The sex ratio of the project ward is 86.93. Water supply pipelines of Dhodeni DWSS and Kudule DWSS is presence in this road alignment but no integrated wastewater disposal system in the municipality. Shifting of 4 electric poles has been proposed and One Padhera (water tap) need to be managed during construction.

There are few issues related to the GBV, SEA/SH were identified from field survey and records of nearby Police Office. Necessary mitigation programs have been planned and will implement during construction of

sub project. The most prioritized issues on violence for planning of mitigation program are Domestic violence (physical, mental abuse and economic violence) and Rape/Attempt to Rape and child abuse.

Legal and Regulatory Requirements

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

Screening, Scoping, Impact identification, Prediction and Management

The Direct Impact area of the project is considered as the 8meter ROW of the subproject for the entire length of the road. Similarly, the indirect impact falls within 50 meters from the edge of the RoW. Environmental and social checklists were used for screening and summarizing the overall impacts. The site-specific impacts in construction and operation phases are included in this report. Some of the impacts include:

Beneficial Impacts from the Project Implementation

The sub projects's immediate beneficial impacts from the project in the construction phase are generation of employment opportunities for the local people. The project will give priority to the poor, ethnic and disadvantaged local people for employment opportunity. Other beneficial impacts include enhancement of local business, accessibility to market centers and social services, development in skills of local people and involvement in the construction of the project. Once the proposed access road is in operation, it will offer comfortable and quick access to markets and to get social services. Increased access and transportation opportunities will improve the quality of life of the people of the area. Moreover this will promote the small agro based industries that uses local resources. Easy access and opportunity of better transportation system will develop education, health, market, tourism, bank and other socio-economic sectors. The better land network will increase land values that will be beneficial to local people.

Adverse Impacts from the Project Implementation

The cutting of slopes of hill side of road and disposal of soil, stockpiling of construction materials and earth material might result in erosion and landslide during construction and operation phase. Due to heavy equipment use for construction there is chance of air pollution and noise pollution. During operation phase, vehicular movement, flowing water on the side drain of the road might cause erosion of soil on adjacent agricultural land. The operation of this road may result in expansion of settlement area and market which may increase encroachment of RoW. Similarly, the increase in dust, smoke and smoke of vehicles can increase air and noise pollution to some extent.

Mitigation Measures

The various benefit augmentation measures and adverse impact mitigation measures have been proposed in the report to make this project environment friendly. Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project and carry out site management practice such as the fencing around work area and road signage also Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign. Necessary measures will be taken to reduce the adverse effects on environment. At construction site, the workers will be insured and provided with first aid facilities and safety equipments such as PPE, separate camps for male and female workers having well managed sanitation facilities. For plantation, local species of plant will be given priority. Appropriate bio/civil engineering structures will be

adopted to protect the environment and to stabilize the slopes along the road. Proper maintenance and proper drain system will be provided to prevent accumulation of water on the nearby agricultural lands during operation. Adequate road safety measures like information and warning signs will be established to minimize road accident. For safeguard the existing One Padhera (water tap) present in the alignment at chinage 1+550, the necessary protection works during construction will be managed.

Sexual exploitation/Assault/Harassment Prevention and response Action Plan

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.

Environment and Social Management Plan

The Environmental and Social Management Plan (ESMP) has been proposed with this report including issues identified, possible effects and impacts, measures for their mitigation, monitoring methods. The mitigation cost for environmental and social impacts in construction and operation phases are included in report. During construction period, there will be minimum disturbance on drinking water which is easily mitigated by taking precaution. In addition, agencies responsible for executing environmental mitigation measures and monitoring have been identified in the ESMP. Different monitoring indicators on the physical, biological, socio-economic and cultural environment have also been identified. The project along with the stakeholders will monitor during reconstruction and operation phase. For safeguard the existing One Padhera (water tap) present in the alignment at chinage 1+550, the necessary protection works during construction has been proposed. Also due to safeguarding of existing houses, the carriageway width of the road in some section has been proposed as narrow where necessary safety measures like narrow sign, speed limit sign, settlement area sign and footpath are proposed to safeguard the road users for both pedestrians and vehicle operators. Project-related grievances will be addressed through grievance redress mechanism (GRM) established for the project for the uptake and timely response on stakeholders' query and concerns about sub project. Also, for mitigation of GBV, SEA/SH present with in the project area, the necessary orientation, workshops and trainings has been proposed in this ESMP report.

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 Baglung 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 safeguards specialists.

कार्यकारी सारांश

परिचय

बाग्लुङ्ग नगरपालिकाको २.१४ कि.मी. लम्बाइको ओडारेचौर ढोङ्नी फोर्स सडकको स्तरोन्नती कार्य ओडारेचौर (चेनेज ०+००० मि. र पूर्वान्तर ७५५२२८.२४२ मी. उत्तरान्तर ३१३१४५१.३६८ मी., उचाई ९५८.१९१ मि.) वाट सुरु भएर ढोङ्नी हुँदै फोर्स/ ढोङ्नी खोला (चेनेज २+१४० मि. र पूर्वान्तर ७५५०३२.३५४ मि. उत्तरान्तर ३१३२९२१.११८ मि., उचाई ७९८.१२४मि.) मा समाप्त हुन्छ। अन्तिम बिन्दुमा झोलुङ्गे पुल अवस्थित छ। ढोङ्नी खोलाले छुट्याएको बाग्लुङ्ग र म्याग्दी जिल्लाको सिमाना हो। यो सडक बाग्लुङ्ग नगरपालिकाको बडा न. ४ हुँदै जान्छ। प्रस्तावित उपआयोजना पहाडी क्षेत्रमा अवस्थित छ र मुख्यतया ग्रामीण बस्ती र खेतीयोग्य जमिन भएको मिश्रित भू-उपयोगबाट गुञ्जन्छ। यस उपआयोजनाले नगरपालिकाको शहरी विकास योजना, पूर्वाधार बिकास र संस्थागत विकासमा नगरपालिकाको क्षमतामा सहयोग पुर्याउने अपेक्षा गरिएको छ । प्रस्तावित आयोजना कुनै पनि संरक्षित क्षेत्र जस्तै राष्ट्रिय निकुञ्ज, अरक्षण क्षेत्र आदि हुँदै जाँदैन ।

विद्यमान अवस्था

समुन्द्री सतहदेखि ७९८.१२४ मिटरदेखि ९५८.१९१ मिटरको उचाईमा रहेको यो उपआयोजना लेसर हिमालयको पर्वतीय र आंशिक पहाडी क्षेत्रमा अवस्थित छ । आयोजना क्षेत्रको औसत तापक्रम अधिकतम २६ डिग्री सेल्सियस र न्यूनतम १९ डिग्री सेल्सियस रहेको छ । यस क्षेत्रमा औसत वार्षिक वर्षा १०९०.१ मिलिमिटर रहेको छ। परियोजना क्षेत्रको उप-सतह स्तरहरूमा मुख्यतया एलुभियम बाल्डरहरू, ग्राभेलहरू, बालुवा र माटोहरू रहेको छ। बाग्लुङ्ग नगरपालिकाको हालको भूउपयोगको अधिकांश क्षेत्रफलमा खेतीयोग्य जमिन रहेको छ। प्रस्तावित सडक एलाइनमेन्ट र सडकको क्षेत्राधिकारमा पहिरो/बाढी तथा अन्य विपद् जोखिम युक्त क्षेत्र छैन। एलाइनमेन्टले कुनै पनि नदी नाला पार गर्दैन तर कालीगण्डकी नदी किनार चेनेज १+१३० देखि १+३१० सम्मको एलाइनमेन्टको दायौँपट्टि र ढोङ्नी सामुदायिक वन, ओडारेचौर चिपचिपे पालेवन र चुत्रेनी वानेको पाखो सामुदायिक वन (चेनेज ०+०५० देखि १+१३०) सडकको एलाइनमेन्टमा अवस्थित भए पनि यस खण्डमा विद्यमान सडकको चौडाइ पर्याप्त छ। आयोजना क्षेत्रको हावामा स्थानिय सवारी साधनवाट असर पर्ने र उक्त सवारीसाधन वाट ध्वनिमा असर पर्ने भएपनि ध्वनि गुणस्तर सीमा भित्रनै पाइएको छ । परियोजना क्षेत्रको आवाज र हावा सरकारी मापदण्ड भित्र रहेको छ । सडक निर्माणको क्रममा सो सडकमा सवारी साधनको आवागमनमा बाधा पुग्ने सम्भावना रहन्छ । सिसौ, पैयु, पिपल, उतिस, सल्लो र दबदवे आयोजना क्षेत्रमा पाइने प्रमुख रूख प्रजातिहरू हुन् साथै आयोजनाले जंगली जीवन, एभियन जीवजन्तु, जलीय जीवन र सरीसृपमा कुनै प्रभाव पर्ने छैन।

बाग्लुङ्ग नगरपालिकाको कुल जनसङ्ख्या ५६१०२ रहेको छ भने कुल घरधुरी १५९२४ रहेको छ। नगरपालिकाको औसत घरधुरी को आकार ३.५३ छ जुन जिल्लाको परिवारको आकार (३.८८) भन्दा कम छ । यस नगरपालिकाको पुरुष र महिलाको जनसङ्ख्या क्रमशः २६०८० र ३००२२ रहेको छ भने लिंग अनुपात ८६.८७ रहेको छ । आयोजना प्रभावित वडा नम्बर ४ को कुल जनसंख्या र घरधुरी क्रमशः ४८९२ र १३१३ रहेको छ । परियोजना वार्डहरूको औसत घरको आकार ३.७३ छ। आयोजनाको वडाको कुल पुरुष जनसंख्या २२७५ र महिला वडाको कुल जनसंख्या २६१७ रहेको छ। परियोजना सञ्चालन हुने बढाहरूको लिंग अनुपात ८६.९३ रहेको छ। आयोजना क्षेत्रमा ब्राह्मण, क्षेत्री र मगर जातजातिको मात्र बसोबास छ । धर्मको हिसाबले हिन्दू र इसाई धर्मावलम्बीको बसोबास छ । यस क्षेत्रभिका अधिकांश मानिसहरू

मुख्यतया जीविकोपार्जनका लागि कृषिमा आधारित काम, व्यापार, श्रमिक र वैदेशिक रोजगारीमा संलग्न छन्। ढोडेनी र कुडुले खानेपानी समितिको पाइप लाइनबाट यस क्षेत्रमा खानेपानी आपूर्ति भए पनि एकीकृत फोहर मैला व्यवस्थापन प्रणाली छैन । सडक निर्माण हुने क्षेत्र भित्र रहेको ४ वटा विद्युतको पोल सार्नु पर्ने देखिन्छ साथै निर्माणको क्रममा एउटा पधेरा (धारा) को व्यवस्थापन गर्नुपर्नेछ ।

यौन शोषण तथा दुर्व्यवहार, लैङ्गिक हिंसा सम्बन्धित केही विषयहरू फिल्ड सर्भे र नजिकैको प्रहरी कार्यालयको रेकर्डबाट पहिचान गरिएको छ। घरेलु हिंसा (शारीरिक, मानसिक, आर्थिक), बलात्कार/यौन हिंसा र बाल हिंसा आयोजना प्रभावित क्षेत्रमा बिध्यमान 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 एवम् सामाजिक सुरक्षण आयामहरू मूल प्रवाहीकरण गर्न यथेष्ट छन् । यस प्रतिवेदनले सम्बन्धित नेपाल सरकारका योजना, निति, ऐन, नियम, निर्देशिका एवम् मापदण्डहरू समेटेको छ । त्यसैगरी यस प्रतिवेदनले विश्व बैङ्कको वातावरणीय तथा सामाजिक मापदण्डहरू पनि समेटेको छ।

वर्गीकरण, क्षेत्र निर्धारण, प्रभाव पहिचान, अनुगमन र व्यवस्थापन

परियोजनाको प्रत्यक्ष प्रभाव क्षेत्र सडकको सम्पूर्ण लम्बाइको लागि उप आयोजनाको सडकको क्षेत्राधिकार ८ मिटर रहेको छ। त्यस्तै, अप्रत्यक्ष प्रभाव सडकको क्षेत्राधिकार किनाराबाट ५० मिटरभित्र पर्छ। प्रभावहरूको वर्गीकरण तथा संक्षेपीकरण गर्न वातावरणीय तथा सामाजिक चेकलिष्ट प्रयोग गरिएको छ । स्थान विशेषको प्रभावहरू वातावरणीय तथा सामाजिक प्रभाव मूल्याङ्कन मा समावेश गरिएका छन् । केही प्रभावहरू निम्नानुसार छन्।

उप आयोजना कार्यान्वयनबाट पर्ने सकारात्मक प्रभाव

यस उप आयोजनाले गरिब, जातीय अल्पसङ्ख्यक र विपन्न स्थानीयका लागि रोजगारीलाई प्राथमिकता दिई स्थानीय बासिन्दाका लागि रोजगारीको अवसर सिर्जना तथा आर्थिक सशक्तीकरणमा योगदान गर्नेछ । अन्य लाभकारी प्रभावहरूमा स्थानीय व्यवसायको वृद्धि, सुधारिएको पहुँच र मानिसहरूको सीप विकास समावेश छ। निर्माणमा सक्रिय रूपमा भाग लिने स्थानीय व्यक्तिहरूले बहुमूल्य सीप र अनुभव प्राप्त गर्नेछन्। यी सीपहरूले उनीहरूको व्यक्तिगत विकास र रोजगारमा योगदान पुर्‍याउँछ। सडक पूर्वाधारले बजार र सामाजिक सेवाहरूमा पहुँच बढाउन महत्त्वपूर्ण भूमिका खेल्छ। सुधारिएको यातायात सुविधाले यस क्षेत्रका बासिन्दाहरूको लागि जीवनको राम्रो गुणस्तरको नेतृत्व गर्दछ। कुशल यातायात प्रणालीको उपलब्धताले शिक्षा, स्वास्थ्य सेवा, पर्यटन र अन्य सामाजिक-आर्थिक क्षेत्रमा सकारात्मक प्रभाव पार्न सक्छ। यसबाहेक, विस्तारित सडक सञ्जालले स्थानीय समुदायलाई फाइदा पुर्‍याउँदै जमिनको मूल्य वृद्धि गर्न योगदान पुर्‍याउँछ।

उप आयोजना कार्यान्वयनबाट पर्ने नकारात्मक प्रभावहरू

सडक निर्माणले गर्दा निस्कने माटो र निर्माण सामग्री को भण्डारणले गर्दा सडक निर्माण र सञ्चालनको समयमा पहिरो जान सक्छ। धुलो, ध्वनि तथा निर्माण कार्यमा प्रयोग हुने हेभी इक्विपमेन्टका कारण वायु प्रदूषण र ध्वनि प्रदूषणको सम्भावना हुन्छ । सञ्चालनको चरणमा सवारी आवागमन, सडकको छेउछाउको नालीमा बगेको पानीले छेउछाउको

खेतीयोग्य जमिनमा माटो कटान हुन सक्छ। निर्माण कर्मीहरूको अचानक वृद्धिले सार्वजनिक पूर्वाधार जस्तै सडक, खानेपानी आपूर्ति, परियोजना क्षेत्रको सरसफाइमा असर पार्न सक्छ। सवारी आवागमन, सडकको छेउछाउको नालीमा बगेको पानीले छेउछाउको खेतीयोग्य जमिनमा माटो कटान हुन सक्छ। यो सडक सञ्चालनमा आएपछि बस्ती क्षेत्र र बजार को विस्तार हुन जान्छ जसले सडकको क्षेत्राधिकारको अतिक्रमण बढाउन सक्छ। त्यस्तै सवारी साधनको धुलो, धुवाँ र धुवाँको वृद्धिले वायु र ध्वनि प्रदूषणलाई केही हदसम्म बढाउन सक्छ।

प्रभाव न्यूनीकरणका उपायहरू

वातावरणीय र सामाजिक प्रभावलाई कम गर्न र निर्माण प्रक्रियाको सुरक्षा र दक्षता सुनिश्चित गर्न यस उप आयोजना निर्माणको लागि न्युनिकरण उपायहरू आवश्यक छन्। प्रतिवेदनले यस परियोजनालाई वातावरणमैत्री बनाउने उद्देश्यले लाभ बढाउन र प्रतिकूल प्रभावहरू कम गर्न विभिन्न उपायहरू प्रस्ताव गरेको छ। रोजगारीका अवसरका लागि स्थानीय जनतालाई प्राथमिकता दिइनेछ। वातावरणमा पर्ने प्रतिकूल प्रभावलाई न्यूनीकरण गर्न आवश्यक कदम चालिनेछ। आयोजनाको सम्भावित जोखिमहरूको बारेमा जागरूकता सिर्जना गर्न परियोजनाको निर्माण र कार्यान्वयनको क्रममा प्रयोगको लागि उपयुक्त संकेतहरू र साइट व्यवस्थापन कार्य जस्तै क्याम्प क्षेत्र वरिपरि तारबार, अभियानमार्फत प्रत्यक्ष र अप्रत्यक्ष रूपमा जानकारी प्रदान गरी सुरक्षा, स्वास्थ्य र वातावरणीय मुद्दाहरूको बारेमा जन जागरूकता बढाइनेछ।

कामदारको बीमा गरी प्राथमिक उपचार सुविधा र पीपीईजस्ता सुरक्षा सामग्री उपलब्ध गराइनेछ साथै व्यवस्थित सरसफाई सुविधा भएका पुरुष र महिला कामदारका लागि छुट्टाछुट्टै शिविर स्थापना गरिनेछ। सडकको किनारामा बृक्षारोपणको लागि स्थानीय जातका बिरुवालाई प्राथमिकता दिइनेछ। वातावरण संरक्षण गर्न र सडकको छेउछाउका ढलानहरूलाई यथास्थितिमा स्थिर गर्न उपयुक्त बायो/सिभिल इन्जिनियरिङ संरचनाहरू अपनाइनेछ। सञ्चालनका क्रममा नजिकैको खेतीयोग्य जमिनमा पानी जम्न नदिन ढल निकासको उचित व्यवस्था मिलाइनेछ। सडक दुर्घटना न्यूनीकरणका लागि पर्याप्त सडक सुरक्षाका उपायहरू जस्तै सूचना र चेतावनी संकेतहरू स्थापना गरिनेछ। चेनेज १+५५० को एलाइनमेन्टमा अवस्थित पधेरा (पानीको धारा) को सुधारको लागि निर्माणको क्रममा आवश्यक सुरक्षा कार्यको व्यवस्थापन गरिनेछ।

यौन शोषण तथा दुर्वसन एवम् दुर्व्यवहार रोकथाम तथा सम्बोधन कार्य योजना

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

वातावरण तथा सामाजिक व्यवस्थापन योजना

पहिचान गरिएका मुद्दाहरू, सम्भावित प्रभावहरू, तिनीहरूको न्यूनीकरणका उपायहरू, अनुगमन विधिहरू सहित यो वातावरणीय र सामाजिक व्यवस्थापन योजना रिपोर्ट प्रस्तावित गरिएको छ। निर्माण र सञ्चालन चरणहरूमा वातावरणीय र सामाजिक प्रभावहरूको लागि न्यूनीकरण लागत प्रतिवेदनमा समावेश गरिएको छ। यसबाहेक, पर्यावरणीय र सामाजिक न्यूनीकरण उपायहरू कार्यान्वयन गर्न र अनुगमनको लागि जिम्मेवार एजेन्सीहरू यस मा वातावरणीय र सामाजिक व्यवस्थापन योजना पहिचान गरिएको छ। भौतिक, जैविक, सामाजिक, आर्थिक र सांस्कृतिक वातावरण सम्बन्धी विभिन्न अनुगमन सूचकहरू पनि पहिचान गरिएको छ । आयोजनाले पुनर्निर्माण र सञ्चालनको चरणमा सरोकारवालासँग मितेर अनुगमन गर्नेछ । चेनेज १+५५० एलाइनमेन्टमा अवस्थित पधेरा (पानीको धारा) को सुरक्षाका लागि निर्माणको क्रममा आवश्यक संरक्षण कार्यहरू प्रस्ताव गरिएको छ। साथै विद्यमान घरहरूको सुरक्षाका कारण, केही खण्डहरूमा सडकको क्यारिजवे चौडाइ साँघुरोको रूपमा प्रस्तावित गरिएको छ जहाँ पैदल यात्री र सवारी चालक दुवैको लागि सडक प्रयोगकर्ताहरूको सुरक्षाको लागि साँघुरो चिन्ह, गति सीमा चिन्ह, बस्ती क्षेत्र चिन्ह र फुटपाथ जस्ता आवश्यक सुरक्षा उपायहरू प्रस्ताव गरिएको छ। सरोकारवालाको जिज्ञासा र चासोको उठान र समयमै जवाफ दिनका लागि गुनासो निवारण संयन्त्र (GRC) मार्फत आयोजनासँग सम्बन्धित गुनासाहरूको सम्बोधन गरिनेछ । उपआयोजना निर्माणका क्रममा GBV, SEA/SH जोखिमहरूलाई आवश्यक न्यूनीकरण गर्न योजना बनाइएको छ । घरेलु हिंसा (शारीरिक, मानसिक, आर्थिक), बलात्कार/यौन हिंसा र बाल हिंसा लाई सबैभन्दा बढी प्राथमिकता दिइ आवश्यक सचेतना तथा तालिमहरूको ब्यवस्था गरिएको छ।

संस्थागत व्यवस्था

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

Acronym

BoQ	: Bill of Quantity
CBS	: Central Bureau of Statistics
CESMP	: Construction Environment and Social Management Plan
CoC	: Code of Conduct
DPR	: Detailed Project Report
DSC	: Design and Supervision Consultant
DUDBC	: Department of Urban Development & Building Construction
EA	: Environmental Assessment
EHS	: Environment, Health and Safety
EPR	: Environmental Protection Rule
ESMP	: Environmental and Social Management Plan
FGD	: Focus Group Discussion
ILO	: International Labor Organization
NUGIP	: Nepal Urban Governance and Infrastructure Project
OHS	: Occupational Health & Safety
OP/BP	: Operational Policy/Bank Policy
PCO	: Project Coordination Office
PIM	: Project Implementation Manual
PIU	: Project Implementation Unit
PPE	: Personal Protective Equipment
RoW	: Right of Way
SEA/SH	: Sexual Exploitation and Abuse/Sexual Harassment
STD	: Sexually Transmitted Disease
WB	: World Bank
WASH	: Water, Sanitation and Hygiene
DWSS	Drinking water and Sanitation user committee.

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1. PROJECT INTRODUCTION

The Department of Urban Development and Building Construction (DUDBC) under Ministry of Urban Development (MoUD) of Government of Nepal has been executing the Nepal Urban Governance and Infrastructure Project (NUGIP) within the strategic framework for urban development envisaged in National Urban Development Strategy since the fiscal year 2077/78 B.S. The Project Development Objective (PDO) of NUGIP is to strengthen institutional capacity in participating municipalities for strategic municipal infrastructure and service delivery. In particular, NUGIP will aim at: a) improving access to core municipal services (includes expansion of coverage, and construction and rehabilitation of basic infrastructure systems, e.g., urban roads & storm water drainage etc) in participating municipalities; b) strengthening planning, budgeting and implementation systems for municipal service delivery; and c) strengthening municipal finances and financial management systems.

The DPR of *Upgradation Works of Odarchaur-Dhodeni-Phorse Road* in Baglung municipality has been prepared as per the contract between the Office of the Municipal Executive of Baglung Municipality; Nepal Urban Governance and Infrastructure Project (NUGIP) (Client) and Cosmopolitan Consultant & Technical Education Center P. Ltd.(C2TECH) Joint Venture with Garima International Design Associates Nepal P. Ltd. (GIDAN) In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd who have entered into the agreement, for performing work REF No: NP-DUDBC-216352-CS-QCBS to provide services on Detailed Engineering Design and Construction Supervision (DSC) covering the upgradation and rehabilitation works. 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.

The study for Environmental and Social Management Plan (ESMP) of Upgradation Works of Odarchaur-Dhodeni-Phorse Road in Baglung municipality was conducted from September 2023. The study and preparation of the this ESMP is guided by the Environmental and Social Management Framework (ESMF) for NUGIP.

Sub Project Title	Upgradation of <i>Odarchaur-Dhodeni-Phorse Road</i>
Estimated Cost:	NPR. 589,912,483.70 (including VAT and contingency) (including proposed three roads cost of Municipality) ESMP cost of Odarechaur road: 1,021,000.00
Start/Completion Date:	March 2024 - July 2025

2. DESCRIPTION OF THE PROJECT SITE

Baglung is a municipality in Gandaki Province, in western Nepal, 275 km west of Kathmandu. It is the administrative headquarters of Baglung District. Baglung serves as the major center for business, finance, education, service and healthcare for the people of mid-Kali Gandaki valley that encompass Beni, Jaljala, Baglung, Kushma, Kathekhola, Galkot, Phalewas and Jaimuni local levels. The city is located at the cross-section of Kaligandaki corridor highway and midhill highway that transverse Nepal in north-south and east-west directions respectively.

The Baglung Municipality is located in the eastern region of Baglung District, a hilly district in central Nepal from a geographical point of view. In the coastal area of Kaligandaki river, in the shadow of Dhaulagiri Mountain. Also, Baglung is a gateway to Mustang and Dhaulagiri Mountain peak. The municipality have area of 98.01 square kilometers. It is located between 28° 16' to 28° 27' north longitude and 83° 35' to 83° 58' east latitudes. According to the census of 2078, there are 12924 HHs and 16399 families having total population of 57030, with 26,588 males and 30,442 females. This municipality is divided into 14 wards. The elevation of this municipality varies from 650m to 2600m altitude from sea level.

2.1 Location of the project

An alignment (of total length 2140 m) starts from Odarchaur and passes through Dhodeni and ends at Phorse/Dhodani khola (2140 m) where existing suspension bridge exists and is the border point of the Baglung and Myagdi District separated by Dhodeni Khola. The overall length of the proposed road is 2.14 km and covers ward number 4 of the municipality. The ROW of the proposed roads is 8m. Its starting point coordinates are Easting 755228.242m, Northing 3131451.368m and elevation 958.191m, end point coordinates are Easting 755032.354m, Northing 3132921.118 and elevation 798.124m. The proposed subproject is located in hilly area and passes mainly through rural settlement and cultivated land.

2.2 Land use

From the survey carried out along the alignment, it is found that the alignment passes alongside the settlement areas, forest area (Chainage 0+050 to 1+130, hill side) and agricultural land. The RoW has been declared on 2072/03/22BS. However, the upgrading works for the proposed road sub-project will be limited within the existing road width which is clear in terms of private/public structures. Also, the proposed road is existing open track and vehicles are moving throughout the alignment. RoW related documents are attached in **Annex II**.

2.3 Topography and Hydrology

The settlement of this municipality lies in the Mountainous and partly Hilly Area of Lesser Himalaya. The altitude of the municipality is 1020m from sea level. Most of the municipality is covered by the hills. Kaligandaki River is located on its eastern site. Baglung enjoys warm summers and mild winters. Annual average temperatures range from a maximum of 26 °C and a minimum of 19 °C. Highs above 35C (95 °F) and lows below 0C (32 °F) are rare. Rainfall is heavily affected by the monsoon and most of it occurs during the months of June through September. Rest of the year is mostly dry and sunny. Due to large topographic variation climate ranging from hot subtropical to temperate montage climate can be experienced within the municipality limits. Road alignment does not cross any river and streams however Kaligandaki River bank is present right side of the alignment from chainage 1+130 to 1+310 and at the end point, there is also presence

of Dodhani Khola. To safeguard the road, necessary mitigation measures such as masonry walls, gabion walls are proposed in the DPR as per need.

Rainfall data for the section of the road is chosen from rain-gauging stations at Baglung, Index no. 605 which is available near the project area for the rainfall analysis. The annual series of maximum daily rainfalls are collected from Department of Hydrology and Meteorology in digital form which is used for analysis of sizes of side drain and cross drain. The latitude, longitude and elevations of the nearest station are shown in **Table 2-1**.

Table 2-1 :Details of Hydrology Station near Baglung Municipality

Station Name	Index no.	Latitude	Longitude	Elevation (m)	MAMDR	Record length (Yrs)
Baglung	605	28°15'49.407"N	83°36'9.258"E	964	85.74	30

2.4 Climate and Vegetation

In this Baglung Municipal area, upper tropical to sub-tropical regional climate is found and climate is Humid. Hot weather is felt from Chaitra to Jestha month. During this season, the temperature rises up to 37.5°C. Average temperature of Baglung is 26.6°C in summer and 19.1°C in winter and sometimes drops to as low as 0°C. From middle of Ashad to the month of Ashwin, the monsoon rain causes floods in in the rivers and seasonal stream (Khahare) causing disaster in the surrounding area. The average annual rainfall in this area is 1090.1mm. Monsoon rain occurs from the month of Ashad to month of Ashwin.

The alignment does not cross any rivers and streams however three community forest is present along the hill side of the alignment. Dhodeni Community Forest, Odarechaur Chipchipe Paleban and Chutreni Waneko Pakho Community Forest (chainage 0+050 to 1+130) is present in alignment of the road. The necessary consultation with forest user groups were conducted and minutes related to consultation with municipal ward letter are attached in **Annex II and Annex IX**. In community forest area, there is a sufficient width (8 m) of road is available for upgradation. In project area there are different types of the tree species found, some of them are presented in below **Table 2-2**. Also, 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.

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

SN	Scientific Name	Common Name	Use
1.	<i>Dalbergia Sissoo</i>	Sissoo	Timber
2.	<i>Prunus cerasoides</i>	Paiyo	
3.	<i>Ficus religiosa</i>	Pipal	
4.	<i>Alnus nepalensis</i>	Utis	
5.	<i>Pinus roxburghii</i>	Sallo	
6.	<i>Burseraceae</i>	Dabdabe	

2.5 Air Quality

Air quality of the project area was tested by instrument. The real time based 24 hours average TSP, PM10, PM2.5 and CO were 154.1µg/m³, 67.8µg/m³, 18.6µg/m³ and 230µg/m³ respectively at the site. The

observed values are within the prescribed limit of NAAQS 2012 for the respective air quality parameters. The air quality test report is presented in **Annex V**.

The main construction activities that cause air pollution are earthworks excavation, asphalt plants operations and vehicle movement. These activities generate dust, which directly affect the air quality. In addition, vehicles and machinery emit smoke and fine particles. These substances will increase the local air pollution significantly during the construction stage. Burning of fossil fuels will result air pollution due to emission of sulfur oxides (SO_x), nitrogen oxide (NO_x), carbon dioxide (CO₂) and particulates.

For maintaining the quality of air in construction site, during construction, water -will be sprayed on the road surface at Odarechaur, Phorse, Dhodani settlements and personal protective equipment (PPE) for the construction workers will be provided. The construction vehicles will be well maintained and will strictly comply with the GoN pollution regulation with compulsion in obtaining green sticker. Similarly, all construction plants should adhere to emission regulation. The vehicles carrying construction materials should ensure that it is well sealed and covered so as to avoid littering. The anticipated cost and specific conditions related to air pollution containment are included in the construction contract.

2.6 Water Quality

The construction debris, paints, oil and grease are likely to create water pollution both surface and subsurface. The dust and silt from the construction sites will also create water pollution of the receiving streams. If workers living in tents/camps do not have access to toilet facilities, open defecation may be practiced, which may contaminate water sources, causing health problems. The anticipated impacts on water pollution such as eutrophication, spreading of water born diseases, effect on downstream aquatic life will be direct in nature, low in magnitude, local in extent and of short-term in duration.

Spoil should be disposed off at designated spoil sites only which is proposed at an open public space located around 20m from chainage 0+000, with area of around 4ropani (Odarechaur ground, Easting 755214.77m E, Northing 3131435.77m N) which is the government land. Also contractor will propose spoil management site in their C-ESMP and approved by PIU and DSC and efforts should be made to minimize such waste as far as possible through reuse, reduction, and recycling concepts. Similarly, the contamination of water by the use of cement and bitumen should be avoided and strongly monitored by contractors, PIU and DSC. The Contractor needs to arrange for sufficient water supplies and proper sanitation facilities for its labor force. Separate arrangements for water supply and sanitation are necessary for work camp and labor camps. The anticipated cost and specific conditions related to water pollution containment are included in the construction contract.

The water samples were collected from the project affected areas and tested in laboratory. The collected samples are used for drinking water purpose. The water quality report was found complied with National Drinking Water Quality Standards /GoN. The detail of water quality test report is enclosed in **Annex V**.

2.7 Noise level

The daytime and night time observed sound pressure level at the monitoring site were 46.9dB(A) and 42.9B(A) respectively. The observed daytime and nighttime average sound pressure levels complied the prescribed limits of GoN- Noise level standard 2069 for category urban residential area. The details report of air, water and noise are summarized in **Annex V**.

Noise impacts will be significant in the RoW and vicinity of the proposed subproject upgradation road during construction periods due to increase of vehicular movements and operation of machinery equipment. The settlement like Odarchaur and Phorse are impacted by noise pollution. The heavy construction equipment movement in the site should be maintained in the day time only. Vibrations effects are closely observed and may need to do vibration activities by considering local requirement maintaining prescribed quality. For the safety of construction workers, PPE along with earplugs must be provided while on duty. The anticipated cost and specific conditions related to noise and vibration containment are included in the construction contract.

2.8 Existing infrastructures/ utilities

The details of existing infrastructures situated within the construction width are presented in the tables below.

2.1.1 Water Supply Pipelines

As per field observation, there is presence of existing water supply pipe network in the proposed alignment. Dhodani DWSS and Kudule DWSS is presence in this road alignment. These water supply pipelines will not be impacted directly from the upgradation of the proposed road. These existing pipelines are embedded more than 1m below the existing ground level. Thus, there is no any disturbance of water supply pipelines from the project upgradation works. In case of damage/disturbance from the construction works, contractor will be responsible for the reinstatement of the water supply pipelines. Necessary consultation with this water supply users committee were conducted during field study and is presented in **Annex-II**.

Table 2-3 DWSS present within project area

SN	DWSS Name	Remarks
1	Dhodani DWSS	Serves project area for drinking water purpose.
2	Kudule DWSS (Lift water supply)	Only pipe crossing at chainage 0+750

2.1.2 Religious Places, Resting area and Community Owned Properties

The details of the public owned properties that lie along the road alignment are presented below.

Table 2-4: List of Temples, Resting areas and other Community Owned Properties

S.No.	Chainage	Name	Type	Remarks
1.	1+100	Chautara	Right side	None of these structures will be affected
2.	1+550	Padhera (Water Tap)	Left Side	Management/Protection cost included in DPR and reflected in ESMP Matrix (Table 4-2)
3.	1+960	Irrigation Canal	Right side (2m far from road edge)	None of these structures will be affected
4.	2+030	Suspension bridge edge	Dhodani Khola	

2.1.3 Existing Storm Water Drainage Structures

There is only earthen drain present along the alignment in short stretches.

2.1.4 Existing Electric lines

In the whole alignment, the road section has 4 electric poles within the construction width of the proposed subproject, which needs to be relocated during construction. Details of electric poles which needs to be relocated during construction are presented in below **Table 2-5**.

Table 2-5: Existing electric pole

SN	Chainage	Direction	Remarks
1	0+005	Right	
2	1+625	Right	
3	1+820	Left	
4	1+850	Right	
Total		4	Nos.

2.9 Demography of the Project Area

The total population of the Baglung District, according to the Census of Nepal, 2021 (2078 B.S.) conducted by National Statistics Office (NSO) is 249,211 and the number of households is 64153. The average household size of the district is 3.88, which is lower than that of the national average (4.37). The total population of Baglung Municipality is 56102 and total household is 15924. The average household size of the municipality is 3.53 which is higher than that of district household size (3.88). The male and female population of the municipality is 26080 and 30022 respectively and sex ratio is 86.87.

The total population and household of project affected ward (ward number 4) is 4892 (Male 2275 and female 2617) and 1313 respectively. The average household size of the project wards is 3.73. The sex ratio of the project ward is 86.93 (Source: NSO, 2021).

2.10 Settlements

The major settlement along the project road alignment is Odarechaur, Phorse and Dhodani.

2.11 Land Availability

The project area consists of settlement areas, forest, and cultivated cultural land. The existing width of the road varies from 5.4 m to 7.8 m (including earthen side drain and earthen shoulder).. Chainage wise existing road width and proposed construction width of the road is presented in Table 2-6. The proposed carriageway width is 5.5 m except from chainage 1+680 to 1+920 (narrow section), where necessary safety measures like narrow sign, speed limit sign, settlement area sign and footpath are proposed to safeguard the road users for both pedestrians and vehicle operators.. One *Padhera* (water tap) at chainage 1+550 needs to be managed with necessary protection works during construction (Table 2-4). The consultation meeting organized with the locals in presence of ward chair (meeting minutes attached in **Annex II**) suggested shifting of this *Padhera* (Water Tap) in the vacant space behind its existing location with necessary protection works but as per our field observation, there is only need to protect the existing *Padhera* by providing support wall along

hill side.. Cost for management/protection of the *Padhera* (Water Tap) at chainage 1+550 in the suggested location is included DPR and in ESMP Matrix (Table 4-2).

Upgradation work for this road sub-project is planned to be implemented within the existing road width and vehicles are plying throughout the road section. Therefore, additional land taking is not required for this road sub-project.

According to the municipal ward office letter to municipality, there is no suggestion/objection/issues received from locals.

Table 2-6: Existing width and Proposed construction width details

SN	Chainage		Length (m)	Existing width (m)	Proposed construction width (m)	Remarks
	From	To				
1	0+000	1+680	1680	7.8	7.75	
2	1+680	1+920	240	5.4	5.40	Narrow section
3	1+920	2+140	220	7.8	7.75	

2.12 Physical Structures

There are no public as well as private structures present along the existing road width of this sub-project however one community water tap at chainage 1+550 (Table 2-4) needs to be managed by providing protection works in its existing location. .

2.13 Caste/Ethnicity

The project area is inhabited by Brahmins, Chhetri and Magar. The caste/ethnicity wise details of households are presented in **Table 2-7**. The necessary consultations with these groups were conducted during field study.

Table 2-7: Caste/Ethnicity of People along Proposed Road Alignment

SN	Ethnicity	HH no.	%	Remarks
1	Brahamin	13	76.6	Khas/Arya
2	Chhetri	2	11.7	Khas/Arya
3	Magar	2	11.7	IPs
Total		17	100	

Source: field study 2023

2.14 GBV, SEA / SH

During consultations in field study and available data collected from District Police Office, Baglung, there is presence of different types of GBV within the municipality and project area. During the consultations with locals, they stated that violence related cases like mental and physical abuse and economic violence do exist. The record of District Police Office, Baglung also shows that there is violence present within the municipality. The record of violence present within the municipality are presented in the **Table 2-8**. During consultation it was also found that most of the local women were not aware about the provisions of complaint registering through toll free number 1145 provided by National Women Commission.

As a part of the project compliance, an Anti-Harassment Cell has been formed in Baglung Municipality with dedicated focal person. Mr. Bhimsen Panta is appointed as the focal person who also serves as GBV focal

person of the municipality. The letter regarding deputation of the focal person has been attached in Annex II. The main purpose of establishment of Anti-Harassment cell is to deal with cases of sexual harassment in a timely manner by providing empathetic support to the victim and ensuring prevention of harassment through proper redressal of the case.

Table 2-8: GBV Case Details of Municipality

F/Y	Domestic Violence	Rape	Attempt to rape	Polygamy	Child Marriage	Child Abuse	Unnatural Sex
2077/078	53	14	6	7	0	3	1
2078/079	32	17	9	8	1	1	0
2079/080	32	27	9	8	0	2	3
Total	117	58	24	23	1	6	4

Source: District police office, Baglung

According to the above presented data, there is a presence of different types of GBV within the municipality and project area. Therefore, most prioritized issues on GBV, SEA/SH issues are taken for planning of mitigation measures. Necessary mitigation programs are planned and will be implemented during construction of subproject. The most prioritized issues on GBV are:

- Domestic Violence
- Physical, Mental and Economic violence
- Rape/Attempt to rape and Child Abuse

For mitigation of SEA/SH, and GBV during the construction phase, the following activities are proposed and will be implemented which needs to continue in the operation stage also. In order to carry out these activities, the mitigation action plan has been prepared, the budget is estimated and included in DPR. The overall responsibility of to carry out these activities will be undertaken by both contractors and PIU/DSC depending on the activities.

- Awareness programs related to women/girls of project area and workers, related to rape/attempt to rape and child abuse
- Awareness program for local peoples regarding **Domestic Violence, Physical, Mental and Economic abuse** present in the project area.
- Establishment of Anti-Harassment Cell in Municipality and assign a Focal Person in the Municipality.
- Conduct an orientation program on code of conduct for contractors and subcontractors to manage GBV/SEA/SH risks during construction phase and implementation of Code of Conduct (CoC) on SEA/SH and the provision of punishment for breaching of the code of the conduct.

3. DESCRIPTION OF THE PROJECT AND ITS ACTIVITIES

The upgrading of Odarchaur-Dhodeni-Phorse Road from Odarchaur passes through Dhodeni and ends at Phorse/Dhodani Khola (2140 m) where existing suspension bridge exists and is the border point of the Baglung and Myagdi District. The overall length of the proposed road is 2.14 km and covers ward number 4 of the municipality. The settlement of this municipality lies in the mountainous and partly hilly Area of Lesser Himalaya. 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.

The proposed upgrading of this road sub-project will be limited within the existing road width. The existing road width varies from 5.4 m to 7.8 m (including earthen side drain and earthen shoulder). The existing width is in public use and is clear in terms of private/community structures. The average gradient of the road varies from 0.5 to 12 %. The proposed carriageway width is 5.5 m from chainage 0+000 to 1+680 and chainage 1+920 to 2+140 where existing road width in public use is 7.8 m and 3.75 m from chainage 1+680 to 1+920 where existing road width in public use is 5.8 m. The components of the proposed roads are construction of pavement, raised footpath, kerbs, covered drains, road crossings, retaining wall/breast wall, zebra crossing, and shifting of 4 electric poles and improvement of the road furniture.

3.1 Salient Features of the Project

Salient features of the proposed Odarchaur-Dhodeni-Phorse Road sections are shown below **Table 3-1**.

Table 3-1: Salient features of Odarchaur road

SN	Description	Description	
1	Name of the Road	Odarchaur-Dhodeni-Phorse Road	
2	Road Type	Urban/ Local Road (NURS 2076)	
3	Proposed road length	2.14 Km	
4	Number of Lane	Two Lane	
5	Right of Way	8m	
6	Road Attributes	Existing Road Width in Public Use	Proposed Construction Width
	<ul style="list-style-type: none"> Road Width 	0+000 to 1+680: 7.8m 1+680 to 1+920: 5.4m and 1+920 to 2+140: 7.8m (Including earthen drain and earthen shoulder where applicable)	0+000 to 1+680: 7.75 m 1+680 to 1+920: 5.40 m 1+920 to 2+140: 7.75 m
	<ul style="list-style-type: none"> Camber of Carriage way 	2.5%	
	<ul style="list-style-type: none"> Pavement Surfacing 	20 mm Premix carpet (Flexible pavement) 0.15 m Base 0.15 m Sub-base	
7	Terrain Type	Mountainous and partly Hilly Area	
8	Climate	Upper Tropical	
9	Geology	Quaternary Glacier Lake Outburst	

SN	Description	Description
10	Wards & Major settlements	Baglung Municipality –4 Odarechaur, Phorse and Dhodani
11	Design Parameters	
12	Design speed of Road	30 km/hr
13	Design Life of Road	20 Years
14	Maximum Gradient	12%
15	Minimum Gradient	0.5%
16	Total cost of EMP	NPR. 1,021,000.00
17	Total Project cost	NPR. 589,912,483.70 (including VAT and contingency) (including proposed three roads of Municipality)
18	Cost per km	NPR. 47,882,506.79 (including VAT and contingency)

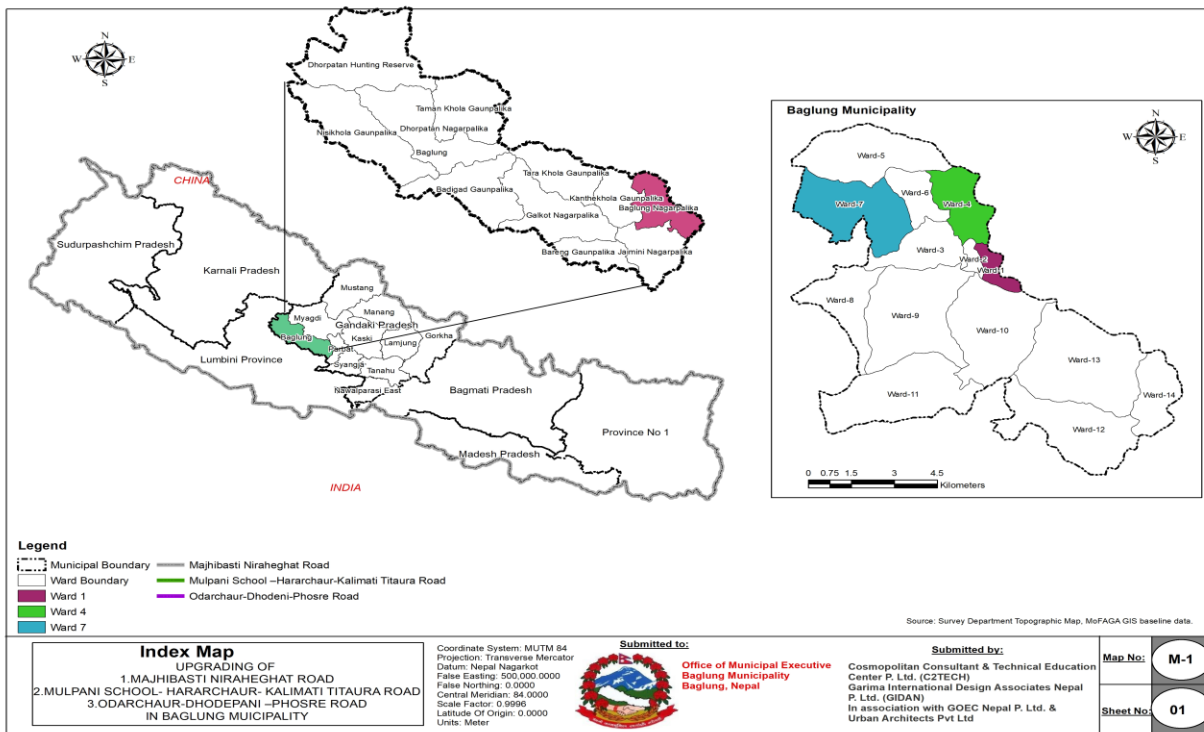


Figure 3-1 Index map

3.2 Proposed Campsite and Stockpile Area

Campsite and stockpile locations have been identified during field study. Stockpile area is 20 m away from chainage 0+000 of proposed road having open spaces of area 3.5 ropani (Odarechaur dilko flat land, Easting 755249.27m E, northing 3131446.90m N) which is the government land can be used for the stockpiling of the construction materials. Similarly, campsite area is 350 m far from chainage 1+800 of proposed road having open space of 1.5 ropani (Dhodani public ground, Easting 755081.09m E, Northing 3132745.42m N) which is also a government land and ward office letter attached in **Annex II** regarding land availability. The contractor will use this land in coordination with municipality. The existing land is barren land and site is

located near phorse settlement. Required facilities like separate male and female camps and toilets are constructed during construction phase.

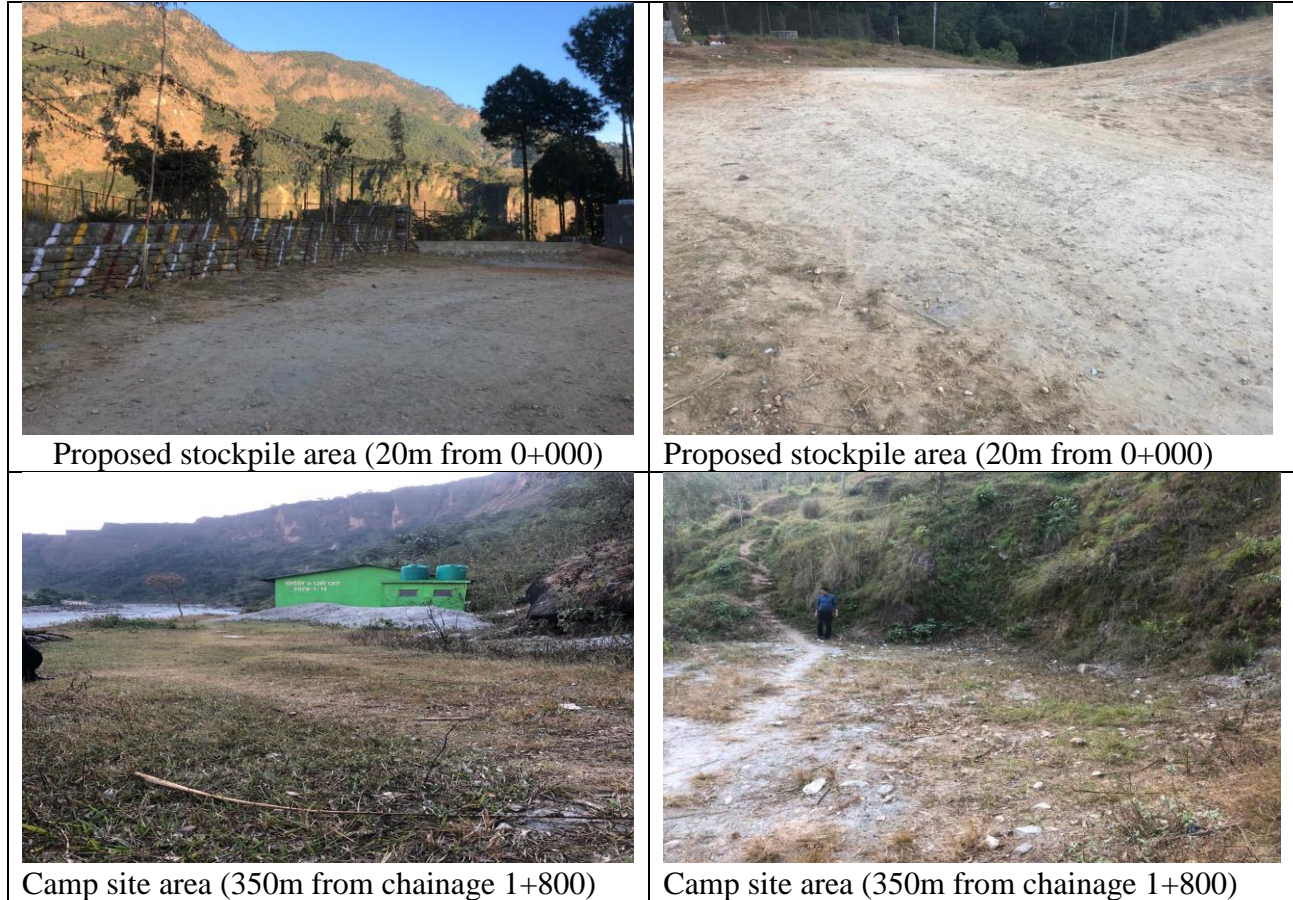


Figure 3-2: Proposed stockpile and Campsite area

3.3 Spoil Management

As per the DPR of the road, there is cutting (21291.27m³) of earthwork is more than filling work (1266.43m³). 1266.43m³ of this will be reused in the backfilling works. 20024.84m³ construction spoil will need to be managed in appropriate site. An open public space located around 20m from chainage 0+000, with area of around 4ropani (Odarechaur ground, Easting 755214.77m E, Northing 3131435.77m N) has been proposed as spoil disposal site which is the government land and presently use for stockpiling of the material which is also shown in picture below. The ward office letter attached in **Annex II** regarding land availability. Construction debris will be disposed at designated spoil site only 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. Construction trash should only be disposed of at approved spoil sites that are far from water sources. The construction contract contains the exact terms for managing construction detritus and storing resources. The land will be cleared and restored to the satisfaction of the local authority and DSC.

Table 3-2: Earthwork Status of the Subproject

SN	Particulars	Cutting (m ³)	Filling (m ³)
1	Earthwork	21291.27	1266.43



Spoil deposit site Odarechaur Road (20 m away from the chainage 0+000) outer side.

Figure 3-3: Proposed Spoil deposit site

3.4 Solid Waste Management

Solid waste generated from the labor camps will be disposed within the proposed camp site. Soak pits or septic tanks will be established for the sanitation units/latrines at appropriate location within campsite. The tentative estimated solid waste generated by the camps is 60kg (for 40people) per day (as assume that a person generates 1.5kg waste a day). Also, 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 of in coordination with the local ward/municipal authority through existing 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 level.

3.5 Quarry Sites

The upgrading of road will require boulders, sand and aggregate for activities like gravelling, construction of retaining walls, cross drainage, side drains, road furniture and other structures. These construction materials will be brought from the established quarry sites of municipality and crusher industry nearby the municipality. These construction materials will be brought from the IEE approved quarry sites at the Kaligandaki River (which have already received the environment clearance) within the Municipality. The details of quarry name and available quantity are presented in **Table 3-3** and the quarry site is shown in below **Map (Figure 3-4)**.

Table 3-3: Quantity of Sand, Aggregate and Stone required for the sub project construction

SN	Particulars	Quantity (m3)	Remarks
1	Sand	1386.22	
2	Stone	4566.52	
3	Aggregate	3530.95	

The Contractor may also obtain required construction materials from the legally operating crusher industries other than proposed quarry sites. So, the direct impact of quarries such as damage to cultivated land, high level of air pollution, noise pollution, cracking of houses nearby structures by heavy equipment movement, affect to the downstream aquatic life etc are not expected in this subproject. However, the quarry sites and amount of quarrying material will be included in Construction Environment and Social Management Plan (CESMP) within 45 days of commencement of works. PIU will check the site requirements and quality of quarrying material and approve it. DSC will also monitor whether the quarry sites has been legally operating or not.

Table 3-4: IEE Approved Quarry site description

SN	Quarry Name	Ward No	Northing	Easting	Available quantity (m3)/year	Remarks
1	Modi Beni	14	28°12'34.48''	83°36'20.92''	750.96	Approved IEE of these sites is not mentioned separate volume of the stone, aggregate and sand to be available
2	Dablyan Bagar	1	28°15'01.36''	83°37'43.43''	2006.76	
3	Majhigaun Bagar	1	28°16'00.91''	83°36'37.12''	13954.85	
4	Chipchipe Bagar	4	28°17'18.15''	83°36'2.22''	11089.1	
5	Galyang ghat takuri Bazar	12	28°13'26.48''	83°40'18.18''	8922.9	
6	Kalokhola Bhanbhane	13	28°14'44.66''	83°38'3.56''	8403.15	



Figure 3-4: Satellite Map of Quarries Location of Baglung municipality

3.6 Borrow Pits

As per DPR, the quantity of earthwork cutting is more than filling quantity, thus there is no need of borrow pits in this sub project however if needed during construction, borrow pits will be identified and established during the time of construction.

3.7 Other facilities

The facilities like workshop area, concrete batch plant will be established during construction of road. A tentative site is identified during filed study. It is proposed near the bank of Kaligandaki river (Also called Masar jane batoko public ground) which is 500m away from chainage 1+300 of proposed road and is government property. Ward office letter related to land availability is attached in **Annex II**. As CESMP will be prepared by contracted within 45 days of contract. Thus, facilities like Workshop area, concrete batch plant establishment details will be included in contractors CESMP.



Figure 3-5: Proposed other facilities establishment area

4. ENVIRONMENTAL AND SOCIAL MANAGEMENT PLAN (ESMP)

4.1 Social and Environmental Screening:

The Environment and Social Management Plan (ESMP) including monitoring plan provides a road map on how to address the anticipated negative environmental and social impacts associated with the implementation of the proposed development project throughout its project life cycle. The outline of the plan considers the anticipated impacts, the mitigation measures, the parties responsible for the action, time frame for the implementation and cost to address them. The monitoring process aims at generating useful information that would be useful in facilitation of the implementation of the mitigation measures.

The implementation of the ESMP shall be the responsibility of both the Municipality/PIU/DSC and contractor. Proponent will play both implementor and supervisory role for ensuring proposed measures are implemented as outlined in the plan. Frequency of implementation and monitoring of the proposed measures shall be dependent on the nature of the anticipated impact. Cost for the implementation of ESMP during the construction phase will be factored in the bills of quantities (BOQ) while the cost after completion will be met by the PIU. The proposed sub-project is an upgradation of an existing road. By using approved format, A social and environmental screening of the sub-project has been done to assess any potential risk associated with the road upgradation work. Checklists for social and environmental safeguards screening are provided in **Annex I**. The screening shows that the project area doesn't have major social or environmental risks. The land required for road construction is already available and is in public use. Documents regarding declaration of the RoW by the Baglung Municipality is provided in **Annex II** of this report. As per people consultation during the field study, there are no any disputes regarding land ownership, existing road width and grievances. As per section B & C of Appendix C of Environmental and Social Management Framework (ESMF, August 2020) of NUGIP, it can be concluded that the proposed road upgradation project falls under 'Low to Medium impact project' under Category B. Hence an abbreviated ESMP is sufficient for the proposed project. This ESMP document has been prepared as per Appendix C of the ESMF.

4.2 Scope of Environmental and Social Management Plan:

The scope covers potential impacts, related mitigations and monitoring aspects related to activities under the proposed road upgradation works in Baglung Municipality. These are summarized in **Table 4-2** below.

4.3 Implementation of Environmental and Social Management Plan

The sub-project ESMP implementation arrangements can be summarized as follows;

Table 4-1: Roles and responsibility of Stakeholders during ESMP implementation

SN	Stakeholder	Role & Responsibilities for ESMP implementation
1	Baglung Municipality/PIU	<ul style="list-style-type: none"> ✓ The overall project environmental and social safeguard management is the responsibility of PIU ✓ The regular monitoring will be carried out by the PIU
2	Contractor	<ul style="list-style-type: none"> ✓ The contractor is required to submit C-ESMP within 45 days of contract signing. ✓ Implement the mitigation measures and provisions as per ESMP and DPR of the Project

SN	Stakeholder	Role & Responsibilities for ESMP implementation
3	DSC	<ul style="list-style-type: none">✓ Preparation of ESIA/ESMP during DPR phase✓ Supervision support to the Contractor to implement the ESMP✓ Monitoring of implementation of ESMP and its compliance✓ The E&S safeguards specialists of DSC will work closely with its technical staff to ensure project implementation in accordance to World Bank's safeguard standards.
4	PCO & PMST	<ul style="list-style-type: none">✓ The PCO will have overall responsibility to ensure compliance with pertaining laws, policies, regulation for all sub projects✓ The PCO with support from PMST will review implementation support of environmental and social safeguard studies/ management plan prepared by PIU/DSC

4.4 Objectives of ESMP:

The overall objective is to ensure that the environment and its surrounding areas are protected and developed to meet the needs of the local stakeholders and safeguard the requirements of the local people. The basic objectives of the ESMP are to:

- To ensure that all mitigation measures and monitoring requirements will actually be carried out at different stages of project implementation and operation - pre-construction, construction, and operation and maintenance;
- Establish the roles and responsibilities of all parties involved in the project's environmental and social management; and
- Ensure the budget required for implementation of recommended actions aimed at environmental and social management and its enhancement.

4.5 ESMP Matrix:

Following project interventions and related mitigation measures have been planned in relation to the existing status and potentials improvements for the proposed road alignments;

Table 4-2: Environmental and Social Management Plan (ESMP) Matrix

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical-Construction				
1.	Obstruction due to electric poles with in construction width (4 Nos.)	<ul style="list-style-type: none"> Obtain all necessary permits for dismantling and relocation of electric poles from NEA and provide a copy to the Contractor. Relocate the electric poles along the alignment in coordination with the Nepal Electricity Authority The process should be completed prior the beginning of the road construction 	Municipality/DSC and Contractor in coordination with NEA.	Included in DPR BOQ (BOQ item no: A-2)
2.	Obstruction by existing structures (Water Tap at chainage 1+550) and.	<ul style="list-style-type: none"> Management/Protection of the Padhero (Water tap) coordinating local peoples Necessary protection wall at front of Padhero (water tap) along with adjacent hill section of road will be constructed. 	Contractor	Included in DPR BOQ (BOQ item no: A-2)
3.	Likely disturbance of water supply pipeline and irrigation canal	<ul style="list-style-type: none"> Water supply pipelines and irrigation canal will not be impacted directly from the upgradation of the proposed road. If water supply pipeline and irrigation canal gets damage/disturbance from the construction works, water supply pipeline and irrigation canal will be reinstated as required in coordination with relevant stakeholders. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost.
4.	Quarrying Material and Operation	<ul style="list-style-type: none"> Avoid and or minimize adverse environmental impacts arising out of quarry construction material exploitation in line with MOFE guidelines/ conditions / 	Municipality/DSC, Municipality instructs the quarry operators to	Covers by municipality/PIU DSC monitoring

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>recommendations.</p> <ul style="list-style-type: none"> • Include conditions for selecting borrow sites, timing and use of roads, maintenance of vehicles, selection of sites for material storage, rock blasting and aggregate production, handling hazardous or dangerous materials such as oil, explosives and toxic chemicals. • The construction materials will be brought from the established quarry sites located within or outside the municipality. So, the direct impact of quarries is not expected in this Subproject. • The municipality in support of DSC will monitor the quality of quarrying material and state of quarry sites. • The materials will be brought only from licensed vendors having environmental clearance. • Municipality may instruct the quarry operators to reinstate the established quarry sites as per agreed norms during environment clearance. • Prepare a CESMP and include the details of quarrying activities including required quantity, locations and required mitigation within 45 days of commencement of works and submit to the PIU for approval. • All the excavated quarry sites will be rehabilitated implementing the measures mentioned in the approved IEE reports. 	reinstatement of the established quarry sites as per agreed norms during environment clearance	cost
5.	Issues of stockpiling and construction material.	<ul style="list-style-type: none"> • Locate and seek approval from the supervising consultant for the use of stockpile sites. • Stockpile area is 20m away from chainage 0+000 of proposed road having open spaces of area 3.5ropani (Odarechaur dilko flat land, Easting 755249.27m E, 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>northing 3131446.90m N) which is the government land can be used for the stockpiling of the construction materials.</p> <ul style="list-style-type: none"> • Stockpile should not be located on water courses; should not be within 50m of schools, hospitals or public standpipes; and should not affect locals and their properties. • Obtain written permission from landowners and local bodies for stockpiling on their land. The Municipal ward office letter related to stockpiling is attached in Annex II. • Only barren land will be used for stockpiling and proper insulator cover and proper drain will be managed to store the chemical to avoid the leakage of chemicals. • Stock of sand will be set wet to prevent it from blowing with the wind; water sprinkler will be used for this purpose. • The places used for the stockpiling of construction materials will be cleaned promptly after the completion of the project. • The area could be leased or rented based on price not lower than the prevailing market price 		included in CESMP
6.	Borrow Pits	<ul style="list-style-type: none"> • Earth material Quantity required of the filling works, sub-grade, and grade, base and sub-base. • Stock piling of top soil, • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits. • Reclamation of borrow pits, landscaping and tree plantation along the excavated borrow pits. 	Contractor	This will be the part of Contractor's Responsibility under Contractor Cost. This will be included in CESMP
7.	Construction waste	<ul style="list-style-type: none"> • Identified Spoil disposal sites is an open public space 	Contractor	This will be the part

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
	and Spoil management	<p>located around 20m from chainage 0+000, with area of around 4ropani (Odarechaur ground, Easting 755214.77m E, Northing 3131435.77m N) has been proposed as spoil disposal site which is the government land.</p> <ul style="list-style-type: none"> • Disposal of spoil into water bodies will be strictly prohibited. • Generated spoil will be disposed only at designated spoil disposal sites. • All the identified spoil disposal sites will be rehabilitated after disposal adopting natural drainage, and covering vegetation. 		of Contractor's Responsibility under Contractor Cost. This will be included in CESMP.
8.	Air/Dust Management	<ul style="list-style-type: none"> • Road construction area shall be maintained damp by periodical spray of water (at least 3 times a day). • Air quality Sampling (at least 2 times during construction period) • Delivery vehicles will be covered. • Mixing equipment will be well sealed and equipped as per existing standards. • All construction vehicles should comply with Motor Vehicles and Transportation Management Act 2057 as amended (2074/11/14)– mandatory Green Sticker. • Provide temporary hoardings where required to minimize dust impact on locations of, Chautara (Chainage1+100) and settlement area (Chainage 1+300). • Provision of speed control measures in settlement (Chainage 1+300) and working areas to limit traffic speed. • Dust emission and air pollution due to construction activities and operation of heavy equipment and 	Contractor/PIU/DSC	<p>Included under Contractor's Cost The cost for water sprinkling will be borne by the contractor.</p> <p>(For Air quality test/Sampling, Noise sampling and water quality test NRs 250,000)</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>movement of transporting vehicles, to mitigate the impacts water will be sprinkled along the proposed road alignment and nearby dust prone area such as Dodani and Phorse and repair and maintenance of equipment and vehicles regularly.</p> <ul style="list-style-type: none"> • Air pollutant parameters (TSPM, PM10, Sox, NOx, Cox) will be monitored regularly during construction. Conforming NAAQS of Nepal. 		
9.	Noise, vibration due to the use of heavy machinery and other construction activities,	<ul style="list-style-type: none"> • Ensure plant and equipment used for construction conforms to best practices. • Vehicles and equipment used will be fitted with silencer and maintained to keep noise at minimum levels. • Workers will be provided with appropriate ear muffs/plugs specially at crusher site • Sensitive locations i.e. Settlements area (Chainage 1+680 to 1+920) will avoided while placing the noise generating equipment. • Cracks caused by vibration due to construction activities need to be monitored closely and alternative be sought where problem arises. • Work will be restricted to day hours (not in night time) specifically at urban and sensitive locations. • Select equipment and machinery with lower sound power levels for the use • Restrict activities with significant noise impacts to outside school • Activities involving heavy machinery with significant noise impacts should be restricted to outside school hours. 	Contractor/DSC	<p>Cost of Noise level monitoring/ Sampling comes within the Air Quality monitoring cost above (SN 8)</p> <p>Costs as a result of damage from vibrations will be borne by contractor.</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> Noise levels (1 hr Leq dB(A)) levels will be monitored regularly. Conforming WHO standards. 		
10.	Water Pollution	<ul style="list-style-type: none"> Hazardous materials shall not be stored near surface waters sources Used lubricants and oils shall be collected and recycled or disposed off site. Plastic sheeting shall be placed under hazardous material storage area to collect and retain leaks and spills. Contaminated runoff from storage areas shall be captured in ditches or ponds with an oil trap at the outlet. Contaminated and worn plastic sheeting shall be packed into drums and disposed off site. Water Quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO standards. 	Contractor/DSC	Cost of water pollution monitoring comes within the Air Quality monitoring cost included in above SN 8 of this table.
11.	Labor Location Management Camp and	<ul style="list-style-type: none"> Locate and seek approval from DSC for labor camp sites. The proposed campsite area is 350m far from chainage 1+800 of proposed road having open space of 1.5ropani (Dhodani public ground, Easting 755081.09m E, Northing 3132745.42m N) which is a government land. Camps shall not be located near settlements; near water supply intakes; or sites that affect the access by local people to drinking water. Install sanitary facilities for workers to avoid open defecation by construction of temporary toilet. Camp shall not be in the vicinity of landslide and flood plains. Provide and maintain proper drinking water, sewerage and waste disposal facilities at the camps. Ensure no wood is burnt by any worker on or off site. 	Contractor	Included in Contractor's Cost, It is the responsibility of Contractor.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>Camps shall be provided free of cost, with electricity and regulator & adequate fuel supplies of LPG or Kerosene.</p> <ul style="list-style-type: none"> • After use, sites shall be cleared and restored to near natural or stable conditions with vegetative cover. 		
12.	Solid waste generation/ Waste from labor camp	<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. The tentative estimated solid waste generated by the camps is 60kg (for 40people) per day (as assume that a person generates 1.5kg waste a day). • Coordination with municipality for final disposal into the municipality's waste collection & disposal system • Every week, it will be monitored for the management of waste from the camp site. • Awareness raising event will be carried (at least 2 event) • Further detailed plan will also be provided in C-ESMP with in 45days of contract agreement. 	Contractor	NRs 50,000 for awareness program.
13.	Road safety and community safety.	<ul style="list-style-type: none"> • Cross-Roads: Development Stretch of up to 15 m of each cross-road will be developed under this project. • Installation of Road markings at all major as well as minor intersections. Road Signs and Markings Road Markings has been provided as per Traffic Sign and Marking manual as per DPR • Retaining/ Breast wall: Stone Masonry Retaining wall has been provided along the alignment where embankment is required. • Awareness activities (at least two event, minimum participants 30nos.) will be conducted to inform & aware 	Contractor	Included in DPR BOQ (BOQ item no: B-7, H-45, H- H-46, H-47, H-48, H-52 and H-53)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		locals regarding potentials risks and proposed safety measures related to the project activities.		NRs 50,000
14.	Construction Safety	<ul style="list-style-type: none"> • Reinforced Cement Concrete covered drain must be provided integration with footpath. • Storm water collected should be disposed through the nearest culvert sections. • The contractor will assign a safety officer and the PIU's safeguard specialist will monitor the implementation of the OHS measures. • Adequate lighting and safety signal devices be installed for work safety. • Adequate warning signs, safety barriers, traffic calming measures and persons with flags to control traffic will be provided for work safety. • PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs and goggles should be provided for workers safety. • At every work place, a readily available first aid unit including an adequate supply of dressing materials will be provided. • Maintain health care system at construction camps including regular visits by trained medical staff for routine checkup of workers and avoidance of communicable disease. • Temporary diversions will be provided wherever necessary, with proper drainage facilities. • Electrical Equipment will be checked and certified regularly. • Provide and install all road signs as per design. 	Contractor	<p>It is the responsibility of Contractor.</p> <p>NRs 71,000</p>

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Impart road safety education to all community, schools, clubs and drivers of construction vehicles. • Hazards will be identified, and workers will correctly wear PPE, will properly use safety equipment, and will follow work safety arrangements. Safety signs and information will be provided and the work space will be barricaded to prevent unauthorized entry. Workers and people at the construction site will be provided with proper training, and to help ensure that workers are trained on what to do in the event that an accident occurs on site. 		
15.	Traffic Management	<ul style="list-style-type: none"> • Emergency traffic management plan should be included in CESMP by the contractor and approved by the PIU/DSC. This is required to cope up with the restriction on the vehicular movement due to closure of road for reasons including construction. The plan may include informing about the scheduled road closure and the 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 with coordination of PIU/DSC	Included in DPR BOQ (BOQ item no: B-7)
16.	Demobilization of contractor	<ul style="list-style-type: none"> • construction sites are cleaned from residual waste and fully reinstated; • Enabling environment is provided for natural regeneration of work base and construction sites to natural condition. 	Contractor and monitored by PIU/DSC	Contractor cost.

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
Physical-Operation				
1.	Road Stability and Drainage Management	<ul style="list-style-type: none"> • Road side tree plantation, construction of gabion wall and drainage system to mitigate possible erosion in the settlements along the project alignment, Ensure proper compaction as per design. • Proper drainage should be maintained and monitoring should be done for clogging. 	Contractor/Municipality	Municipality Regular program during Operation.
2.	Air and Noise pollution	<ul style="list-style-type: none"> • There should be a consensus between municipality, Transportation Entrepreneur, and the local people regarding the operation of conditioned vehicles. • Maintain signs and speed restrictions on the road section within settlements area to reduce vehicle speed, dust generation, and where horns will not be blown and traffic speed will be regulated • Strict enforcement of vehicle emission standards. • Maintain road side tree plantation • Air pollutant parameters (TSPM, PM10, SO_x, NO_x, CO_x, Pb). Conforming NAAQS of Nepal. • Water quality (EC, PH, DO, TSS, Oil and Grease). Conforming WHO Standards. • Noise levels (1 hr Leq dB(A). Conforming WHO standards 	Transportation entrepreneur, local people	Municipality Regular program during Operation
3.	Water pollution	<ul style="list-style-type: none"> • The operation of proposed work doesn't pose serious threat on water bodies; however, washing vehicles on fresh water streams will be avoided. 	Drivers, Ward, local people	Municipality will monitor
4.	Climate change and Disaster Risk	<ul style="list-style-type: none"> • Trees must be planted along the alignment so as to enhance the greenery and beauty of the city and to reduce landslide, erosion, draught, flood etc. 	Contractor along with municipality	
Biological-Construction				

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
1.	Site clearance and removal of vegetation (Shrubs and Bushes)	<ul style="list-style-type: none"> • Appropriate tree species will be selected for road side plantation • There is no any vegetation(tree) loss by this sub project however bio engineering will be done as per site condition. • Preparation and planting of live pegs selected species (e.g. assuro, namdi phul, simali) of minimum length to 0.5 m depth into soft debris. Pegs spaced at 5- centers within rows, and interwoven with vegetation. 	Contractor and monitored by PIU/DSC	Contractor cost. (BOQ item no: G, Bio engineering, NRs 16,42,572.00)
2.	Slopes stabilizations	<ul style="list-style-type: none"> • bio-engineering has been proposed as mitigation for the stabilization of slopes along the road. 	Contractor	Included in BOQ (BOQ item no G)
Biological-Operation Stage				
3.	Impact on Vegetation	<ul style="list-style-type: none"> • Encouraging local people for protection of roadside plantation carried out during construction. 	Municipality	No additional cost
Social- Construction Stage				
1.	Land use change	<ul style="list-style-type: none"> • Land will be required for the establishment of labor camps, storage of construction materials, workshops etc. as rented basis which is the temporary in nature. • All the temporarily rented land will be rehabilitated into previous state or better than the earlier state maintaining natural drainage and acceptable to the land owner/DSC 	Contractor	Contractor cost.
2.	Temporary disturbance in house owner's mobility and shop consumer.	<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. 	Contractor	Included in BOQ (BOQ item no B-7)
3.	Pedestrian Safety: General people, children and elderly people.	<ul style="list-style-type: none"> • Diversions should be safe for children, the elderly, and other general pedestrians. • Appropriate traffic signs and safety signage will be used during project execution and construction to raise 	Contractor	Included in BOQ (BOQ item no: H)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>awareness of potential safety hazards of construction.</p> <ul style="list-style-type: none"> • 4 Nos. of Zebra crossing are provided throughout the alignment in certain interval and major crossings. 		
4.	Health and Sanitation	<ul style="list-style-type: none"> • Proper awareness of using latrines, construction of latrine for worker, A chlorine solution will be provided to workers to purify drinking water. • Regular health checkups, records of illness of the workers, monitoring of drinking water. 	Contractor	NRs 50,000
5.	Child labor and forced labor	<ul style="list-style-type: none"> • No child (below 16 years) and forced labor will be employed in project. • Age verification document of workers will be documented and contractor will maintain the record of labor employed. 	Contractor	No additional cost
6.	Occupational Health and Safety	<ul style="list-style-type: none"> • PPE including mask, gloves and First aid kit will be provided to the worker and also kept in Camp. • Worker will be given clear instruction to follow safety rules. • Orientation on use of PPE during construction will be provided to workers and in regular basis, Induction and refresher training to the workers will be provided. • Safe Drinking water will be provided to the camp for worker use. • Provision of insurance to cover physical damage to workers. • Drivers with authorized license holders will only be allowed for the operation of construction vehicles, machines and equipment. • Contractor will be responsible to maintain the records of each and every accident and incidence and will make 	Contractor	Included in BOQ (BOQ item no B-8 Lumpsum item)

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<p>available to DSC/PCO/PMST as and when required.</p> <ul style="list-style-type: none"> Contractor's team, staff and laborers can also make use of the GRM to raise complaints / grievances if any 		
7.	Traffic and Transport Management	<ul style="list-style-type: none"> Mobilization of equipment of materials will occur at night (between 6 PM - 9 AM) Traffic Safety such as street lights, traffic control devices and other features shall be covered through "Traffic Signs Manuals Vol-I and Vol II" and "Road safety manual" published by the DOR. Provision of alternative routes to ease the congestion and built up of traffic Increase public awareness of safety, health and environmental issues by providing information directly and indirectly through campaign and display appropriate signage for use during construction and awareness creation on the potential hazards of the project. 	Contractor will submit the Traffic and Transportation Plan and approved by the PIU for effective monitoring	(BOQ Item no B-7 and H)
8.	Community Health, Safety and Security	<ul style="list-style-type: none"> Display appropriate signage for use during construction and implementation of the project to enhance awareness creation on the potential hazards of the project. <ul style="list-style-type: none"> 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. 	Contractor/ Public awareness campaign by the municipality	Included in the BoQ (BOQ Item no H)
9.	GRM, SEA/SH and Stakeholder Consultations	<ul style="list-style-type: none"> Community awareness of GRM and its importance. Use a grievance resolution process that includes a team or party for negotiation and/or mediation. Clear and timely dissemination of project information, and safeguards aspects including anti-harassment cell; Coordination with the local stakeholders 	PIU/DSC	NRs 550,000

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		<ul style="list-style-type: none"> • Production of leaflets, and information dissemination through local media of ESMP, project provisions including GRM and SEA/SH and ESMP document in ward offices. • GRM GRM will include mechanism for referring SEA/SH-related grievances • Awareness raising, information and dissemination about GRM and GBV (meetings, monitoring and logistic costs@ 1 meeting every month) • 		
10.	SEA/SH risks	<ul style="list-style-type: none"> • Providing female labor-centric facilities such as separate female toilets, separate female camps, separate family camps and mother's rooms on the site. • Formulating and adopting Code of conduct including sections on the safety of women and girls (CoC should be included in all contracts and training on CoC should be provided to all workers) • CoC are understood through orientations and signed by workers. 	Contractor	Contractors' responsibility under contractors' cost
Social Operation Stage				
	Encroachment of ROW	<ul style="list-style-type: none"> • The municipality will work with wards to discourage encroachment into the RoW. 	Municipality	Cost will be borne by municipality
	Traffic accidents and associated risks	<ul style="list-style-type: none"> • Raise awareness of traffic rules, pedestrian / cycle lanes and installation of speed bumps to control speed near pedestrian crossing areas • Traffic management plan will be developed, especially along congested locations. • Traffic control measures, including speed limits will be 	Municipality	Cost will be borne by municipality

Stage	Impact	Mitigation Measure	Responsibility*	Cost (Remarks if any)
		enforced strictly. • Further encroachment and squatting within the ROW will be prevented.		
	Limited access for elderly and differently-able people	• Provide training on the use of facilities; maintain signboards, lights, instructions in strategic locations.	Municipality	Cost will be borne by municipality

*The DSC team will responsible for monitoring the above-mentioned construction phase works

4.6 Summary of costs of ESMP Activities

The summary of costs for the ESMP activities is outlined in **Table 4-3** below

Table 4-3: Summary of Cost of ESMP Implementation

SN	Items & Headings	Unit	Qty	Rate	Total, NPR	Remarks
	Provisional Sum amount					
1	Water quality test	Samples	4		250,000	
2	Air quality and Noise level monitoring/Sampling	Samples	2			
3	Awareness/trainings on GBV, SEA/SH and will conduct during first quarter of 1st year and 3rd quarter of first year) with at least 30 participants in each event	Events	4	50000	200,000	
i	Awareness on domestic violence (Physical, Mental and Economic abuse)	Events	1			
ii	Sexual violence/rape/Attempt to rape/Child Abuse	Events	1			
iii	Awareness/Training on CoC	Events	2			
4	Solid waste management	Events	2	25000	50,000	
5	Awareness on Health and sanitation of workers and provision of chlorine solution	Events	1		50,000	
6	Awareness on Road safety and community safety	Events	2	25000	50,000	
7	Construction safety (PPE, Protective clothing including helmets, masks, boots, gloves, ear plugs, goggles etc)	LS			71,000	
8	Social safeguards (grievance meetings, site monitoring, etc)	Meetings/Events	18	12500	225,000	
9	Information dissemination materials and medium					
	(a) Leaflets and ESMP document printing				50,000	
	(b) PSA (local media)		2	25,000	75,000	
	Total				1,021,000	

Table 4-5: Implementation Schedule for Environmental Measures

SN	Impact	Mitigation Measures	2024												2025						
			1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	
1	Air Pollution (Dust)	Water Spray			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
2	Other air pollution parameters	Instrumental analysis			■			■				■				■				■	
3	Water pollution	Lab analysis					■				■				■				■		
4	Noise pollution	Instrumental analysis				■			■			■			■			■		■	
5	Spoil disposal	Proper Supervision			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
6	Borrow pits	Excavation as specified, Reclamation and rehabilitation			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
7	Road Traffic safety	Installation of safety sign boards, campaigning			■		■			■			■			■			■		
8	Campsite monitoring	Supervision			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
9	Occupational Health & Safety	Safety awareness programme, PPE				■			■			■			■			■			
10	Solid Waste Management	Disposal practice, 3R principal awareness for worker			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	
11	Loss of vegetation; greenery promotion	Road side plantation						■	■	■											
12	Quarry sites	Excavation as specified, Reclamation and rehabilitation			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

4.7 Environmental & Social Monitoring

Environmental and social monitoring is an essential tool to make ensure the implementation of mitigation measures and to know the effectiveness of those measures. ESMP monitoring is necessary for the following purposes;

- to track the impacts,
- to evaluate the effectiveness of proposed mitigation measures, and
- to suggest improvements, if any new circumstances arise.

The following table summarizes the plan for environmental and social monitoring for the proposed project;

Table 4-6: Environment and Social Monitoring Plan

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
A	Construction Phase					
1.	Air quality monitoring	Settlement areas near road alignment	At least TSP; PM ₁₀ /PM _{2.5}	Air Sampler / Detector	Quarterly	DSC
2.	Noise Levels	Settlement areas near road alignment	Average noise levels (L _{eq})	Noise Meter / Android Application	Every Month	DSC
3.	Water Quality	Near disposal site and Campsite	Parameters as per ESMF of the project	Laboratory Analysis	Quarterly	DSC
4.	Spoil Disposal	Along road alignment	Spoil tip sites; road sections where spoils are generated	Site verification	Every month	DSC, PIU/PCO
5.	Road Traffic safety	Along road alignment	Status of road for use; road accidents records, Management of diversion, traffic signboards, flow of existing traffic, accessibility to the locals, grievances etc.	Use of Logs; Records of complaints	Every Month	DSC, PIU
6.	Camp site monitoring	Campsite	Space for workers; Potable water; Sanitation facilities; waste management, First Aid, rehabilitation after closure of the camp sites etc.	Site verification; records of provisions of WASH materials;	Every Month	DSC, PIU
7.	Occupational Health & Safety	Active construction sites; camp site	Provision/Use of PPEs; First Aid/treatment;	Site verification; records of supply of	Every Month	DSC, PIU

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
			Awareness/ orientations conducted for workers	PPEs; records of events		
8.	Solid Waste Management	Camp site and along the alignment and other construction areas	Types of waste generation, quantity, disposal practice	Observation	Every Month	DSC, PIU
9.	Loss of vegetation; greenery promotion	Active construction sites; road sections passing through vegetated area	Site clearance at vegetated areas; plantation works, maintenance etc. as per EMP.	Site verification; records of trees cut; records of newly planted trees	Every Month	DSC, PIU/PCO
10.	Impact upon physical structures due to vibration of heavy machinery	Along the alignment	Public and private structures affected/cracks shown, loss of business, rehabilitation and relocation, etc.	Site verification, observation, documents in place.	Every Month	DSC, PIU
11.	Quarry sites	All the quarry sites	Land slide, water logging, impact upon public, impact upon water bodies, dust, impact upon physical structures, complain and grievances, rehabilitation of the sites etc.	Observation	Every Month	DSC, PIU
12.	Borrow pits	All the borrow pits excavated for the project	Land slide, water logging, dust, and impact upon private land, impact upon physical structures, complain and grievances, rehabilitation of the sites etc.	Observation	Every Month	DSC, PIU
13.	GBV and SEA/SH	Work sites; settlement areas near camp site	Laborers' records; Cases of GBV in relation to project works; any unrecorded cases	Community consultation; GRM records	Every Month	DSC, PIU
14.	Other facility sites established by the contractor	Project area		Observation	Every Month	DSC, PIU

SN	Monitoring Aspects	Location	Parameters	Methodology	Frequency	Responsibility
B	Operation & Maintenance Phase					
1	Road stability	Road alignment	Status of slopes along road alignment; status of road components	Site verification; ward records; traffic police office records	Every 3 months - 1 st year; Bi-annually after that	DSC, PIU
2	Water pollution	Surface flows (natural drainages & irrigation canals)	Parameters as per standards (Annex 4)	Laboratory Analysis	Every 6 Months	PIU
3	Vegetation/tree survival rate	Plantation sites	Number of surviving trees; status of planted trees	Site verification; interaction with road-side communities	Every 6 Months	PIU
4	Road safety	Road alignment and adjacent settlements	Road accidents; status of road components	Site verification; interaction with road users	Every Month	PIU

Monitoring activities during O&M Phase will need to be scheduled based and per site requirements. Contractor will be responsible for monitoring during DLP period. After the DLP period, Baglung municipality will be responsible for the Operation and Maintenance phase of sub project.

5. STAKEHOLDER ENGAGEMENT AND INFORMATION DISSEMINATION

5.1 Stakeholder Engagement

The local community, ward offices, water supply user committees, forest user groups, local businessmen, labourers and farmers were consulted during the preparation of the ESMP. Focused group discussions (FGDs), formal consultation meetings, and Key informant interview (KII) were used to engage as many locals as possible during the public consultation process. The society along the alignment is mixed and there is only two houses of the IPs (Magar) present along the alignment. Separate consultation was carried out with the women living along the proposed road alignment. Major objectives of these consultations were to aware public on environment and social issues including GBV aspects and collect the issues/opinions/suggestions to be included in ESMP report with appropriate mitigation measures. Further, details of design aspects of the proposed road sub-project was shared in the consultation programs.

List of people, institutions, issue raised during consultation are presented in **Annex VIII**.

Consultation summary/issues raised during consultations

Consultation with locals and stakeholders were carried out to gather information and interact local people to implementation process, procedure and community roles and responsibilities during and after construction as well as preparation phase. People in the project area have shown their commitment to support the project. There is no other objection except the completion of construction on time and maintaining specified quality. During the consultation, people raise their voice for:

- Quality construction, timeline of the road project start/end date, construction period.
- Improvement of road in fast and efficient way,
- Focus on road width, elements of roads and safety measures during construction.
- Dust problem, and disturbances due to noise during construction phase
- Construction works should be conducted without impacting/disturbing the existing irrigation canal. In case of damage, it should be reinstated in its original state.
- Construction works should be conducted without impacting/damaging existing water supply pipeline.

The list of people, institutions consulted, issue raised during consultation are presented in **Annex VIII** and consultation participants details are presented in **Table 5-1**.

Table 5-1: People Consulted during Field Study

SN	Category	Total people consulted		
		Male	Female	Total
1	Brahman	25	28	53
2	Chhetri	7	9	16
3	Magar	6	6	12
Total		38	43	81
%		46.90	53.10	100

Source: field study 2023

5.2 Information Dissemination

All details regarding the suggested activities and their anticipated outcomes would be made available to the impacted people and other stakeholders. The project will make all necessary disclosures during each step of the project cycle in cooperation with the relevant municipal authorities, NGOs, and other community groups. In order to mutually identify relevant protective or corrective measures, agencies working for environmental and social elements will also be notified about the ongoing and planned activities. The following strategies will be used to ensure that information is available to all parties involved throughout the project cycle.

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

An Information Centre will be established at the municipality office during implementation to disseminate all the documents related to the project activities. Based on the public information disclosure policy, PCO and the municipality will disclose the information through its website. The information dissemination plan for proposed Road sub project is presented in **Table 5-2**.

Table 5-2: Information Dissemination Plan

Means of Communication	Timeline & Frequency	Responsibility	Resources
Municipality Website (Project details, ESMP, GRM)	At the start of the project, & maintained throughout	PIU/ Information Officer	Information Officer
Newspaper and local Radio (project salient features, dates, GRM etc.)	Project implementation phase Weekly basis	PIU, municipality Information Officer	Radio-program, 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	
Ward offices and Municipal social section/Library (Hard copy of ESMP)	Project period- 2 times	PIU/Municipality	Focal person

5.3 Public/Community Consultation Plan

During project implementation phase, all consultations on social and environmental issues will be conducted in a way that includes women and vulnerable social groups (such as low-income households, members of certain castes, and people with disabilities, among others). Details of the Project Consultation Plan are presented in **Table 5-3**

Table 5-3: Stakeholder Consultation Plan

Objective and Target Goal	Method	Responsibility
I. Build Local Ownership		
Introduce Project DPR Report and its components	Group Meeting/Workshops	DSC/ Municipality
Maintain efforts for two-way communication with relevant stakeholders through the project	Face to face meeting with concerned stakeholders	DSC, Ward Level Representatives.
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	DSC, Municipality Ward Representatives
Consult with community representatives and ensure that their concerns with the proposed project are addressed	Face to face meeting with community representative Meeting will take place following protocol for meeting.	DSC, Municipality Ward Representatives
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.)	DSC, Municipality Ward Representatives.
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 Municipality Ward Representatives
Raise awareness of project activities among potential beneficiaries	Media advertisements and targeted campaign	DSC/ Municipality
Maintain consultation process with a potential affected communities and beneficiaries	Face to face meeting with affected communities' representative (including social officer of Municipality, women's representative etc.)	Design and Supervision Consultant Municipality Ward Representatives
Monitoring and evaluation community involvement	Face to face meeting with affected communities' representative	Design and Supervision Consultant Municipality Ward Representatives
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	Design and Supervision Consultant Municipality Ward Representatives
Implementation of ESMP	The contractor will prepare	The contractor's bid document must

Objective and Target Goal	Method	Responsibility
	the various standalone plans to comply with ESMP 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 requirement will be included in the contract BOQ	include the requirements outlined in the ESMP. Before work starts, the contractor will draft the stand-alone plans, present them to the PIU, and get permission. The standalone plan comprises, among other things, a management plan for the environment, health, and safety; a strategy for traffic; a plan for handling complaints; a plan for managing spoils; a plan for disaster readiness; a plan for managing camps; a plan for managing labor; and a plan for managing air, water, and noise.

5.4 Grievance Redress Mechanism (GRM)

As part of the implementation stage the PIU, the project municipality, project engineers and Environment and Social staffs will directly interact and consult with the people of project alignment. At first instance, the project-affected grievant should raise their grievance with the information office of the project, and the information office will determine whether it can be resolved within the project, at the ward level, or whether another mechanism should be used. More details regarding the GRM are discussed in the following sections.

5.4.1 Structure of the GRC

Two-level Grievance Redress Committee (GRC) has been formed for the sub-project. The composition of the proposed GRC is given below. The formation related municipal letter is attached in **Annex II**.

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

Chairperson of ward 4, Mr. Kumar Bikram Chhetri	– Coordinator
Ward Dalit women member, ward-4, Mrs. Rubina BK	--Member
Tole development committee chairperson, ward-4, Mr. Tika Ram Acharya	--Member
Ward Staff, ward-4 Mrs. Sharmila KC	– Member
DSC's Supervision Engineer/Social/Environmental Safeguard Specialist	–Member secretary

b. The second level GRC at the municipality level. It will comprise of the following team.

Mayor Mr. Basanta Kumar Shrestha	– Coordinator
Deputy mayor Mr. Raju Khadka	--Member
Chief Administrative Officer Mr. Haridatta Kandel	– Member
Focal Person of Municipality, NUGIP, Mr. Sobin Gharti	-- Member
Municipality's Grievance Officer Mr. Bhimsen Panta	– Member
Municipality's Social Development Officer Mr. Dhana Prasad Pokhrel	– Member
Team leader-DSC Mrs. Ritu Basnet	– Member-secretary

c. The third level GRC will be established in PCO level.

5.4.2 Processes of the GRM

Grievances shall be submitted through various mediums, including in person, in written form to a noted address, through a toll-free phone line or through direct calls to concerned officials, and emails. The PCO will appoint a person (Operator) at PCO- Kathmandu to receive such calls and online messages. The person (Operator) based on nature of complaint, will forward the same to the information office or ward committee.

A ticket or a unique number will be generated for all such call, messages and letters. The complainant will follow up based that unique number with Operator at PCO-Kathmandu. All complaints will be responded within two weeks at any level. In case response is not received from 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 PCO level. The PCO within 7 days of time should instruct the concerned person at Baglung municipal level to arrange for a hearing within maximum 5 days of time. Effort will be given by all levels of GRCs to conduct hearing and resolve the concern at their level up to the satisfaction of complainant within the stipulated timeframe. In case 1st and 2nd level GRCs are unable to resolve the concern up to the satisfaction of complainant, these GRCs' or Complainant may approach to 3rd level of GRC at PCO Level. After conducting hearing at any level of GRC, the decision will be communicated to complainant within maximum 30 Days of time.

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

The project GRM will include a process for addressing any SEA/SH-related grievances, SEA/SH cases and to provide training/orientation on SEA/SH cases.

5.4.3 Further details of the GRM

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

- 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

5.4.4 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.

6. LIST OF REFERENCES

- Environment Protection Act, Government of Nepal, 2019
- Environment Protection Regulations, 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 Odarchaur-Dhodeni-Phorse Road, Baglung Municipality, September 2023
- 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>
- Municipality Profile of Baglung Municipality 2019
- <https://baglungmun.gov.np/>

7. LIST OF ANNEXES

Annex I: Environmental and social screening checklists

Annex II: Minutes, public notice and letters

Annex III: Proposed typical cross sections

Annex IV: GoN Permissible environmental limits/standards

Annex V: Air, Noise and water quality test report

Annex VI: List of zebra crossings

Annex VII: Code of Conduct (CoC) on GBV

Annex VIII: Summary of community consultation details

Annex IX: Photographs

Annex I: Environmental and Social Screening Checklists

Table 7-1: Environment Screening Checklist Odarechaur Road

SN	Particulars	Yes	No	Can't Say	Remarks
1	Is the site vulnerable to major or induced hazards such as: Landslides, Flooding, Storm surge, Severe wind damage, Earthquakes, Fire, Explosion, Other (specify)	✓			Road lies on hilly surface and bank of Kaligandaki River, so there is chances of landslide. The possible land slide area is Ch 0+560
2	Is the project area adjacent to or within any of the following environmentally sensitive areas?		✓		
	· Cultural heritage site (historical, religious, traditional, or cultural significance)		✓		
	· Protected Area (National Parks, Wildlife Reserve, Hunting Reserve, Conservation Areas, and Buffer Zones etc.)		✓		
	· Wetland/Ramsar Site/Simsar		✓		
	· Forest	✓			The community forest lies within the alignment. The chainage of forest area 0+050 to 1+130. Dhodeni Community Forest, Odarechaur Chipchipe paleban and Chutreni waneko pakho community forest is present in alignment of the road.
	· 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		✓		

SN	Particulars	Yes	No	Can't Say	Remarks
3	Likely impact on trees (including Timber & fruit bearing) and vegetation cover		✓		
4	Possibility of degradation of land and ecosystems of surrounding?			✓	Assessing the potential impacts from the earthquake to the road structure will be difficult, however any unstable slope or high structure will be considered
5	Is the project area densely populated?		✓		
6	Heavy with development activities/big industries nearby & type?		✓		
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?		✓		
8	Chance of deterioration of surface water quality due to silt runoff and sanitary wastes from worker-based camps and chemicals used in construction			Partial	Some major and minor drain to be constructed on Road section. Water passes over it can be deteriorated
9	Does the sub project require significant extraction of surface or ground water?		✓		
10	Increased risk of water pollution from oil, grease, fuel spills and other materials	✓			
11	Impact on water quality due to release of sewage/sludge?	✓			
12	Possibility of flooding due to sewage	✓			
13	Possibility of increased air pollution during preconstruction/ construction/operation phase?	✓			Only brings short term impact during construction
14	Other pollution concerns relating to inconveniences in living conditions that may trigger cases of upper		✓		Only brings short term impact during construction

SN	Particulars	Yes	No	Can't Say	Remarks
	respiratory problems?				
15	Risks and vulnerabilities related to occupational health and safety due to physical, chemical, biological hazards during project construction and operation	✓			Only brings short term impact during construction
16	Noise and vibration due to blasting and/or other civil works?	✓			Only brings short term impact during construction
17	Possibility of poor sanitation and solid waste disposal		✓		
18	Creation of temporary breeding habitats for diseases such as those transmitted by mosquitoes and rodents?	✓			
19	Accident risks associated with pre construction, construction & operation phases of project	✓			Only brings short term impact during construction
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)		✓		Only brings short term impact during construction
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?		✓		Only brings short term impact during construction
22	interference with other utilities and blocking of access to resource/utility		✓		Only brings short term impact during construction
23	Generation of solid waste and/or hazardous waste during construction/operation of project?	✓			Only brings short term impact during construction
24	conduct of medical health screening and testing to identify the presence of suspected covid-19 positive individuals among the construction workers in the workers' labor camps or among the community members that might infect the construction			✓	Will be provisioned during construction period

SN	Particulars	Yes	No	Can't Say	Remarks
	workers				

Table 7-2: Social Screening Checklist of Odarechaur Road

SN	Particulars	Details/Remarks
1	Proposed Site Location	Oodarchaur-Phorshe, Baglung Municipality-4
a	Land requirement for the project	It is an up-gradation of an existing road. There will be no land requirement. Land within the proposed construction width of road is within existing road width in public use . For exceptional cases, to safeguard the existing houses, the construction width of proposed road is reduced up to 5.4m from chainage 1+680 to 1+920).
b.	Landownership of the project area: Govt. / Private lands	Land within the proposed road width is already in use by the public. As per discussion with locals and municipality, there is no any outstanding issues related to grievance, compensation etc.
c	Is the project require acquisition of Govt. land/structures? If yes please mention the area of land, number of affected structures, Households	No
d	Present use of Govt. Land that will be used for the project activities with Persons/Households using	No
e	Is the project require acquisition of private land/structures? If yes please mention the area of land, number of affected structures, Households	No
f	Present use of Govt. Land that will be used for the project activities with Persons/Households using ü Agricultural purposes ü Residential purposes ü Commercial purposes ü Other purposes (Indicate)	No
g	Is the project requiring relocation of encroachers/squatters If yes please elaborate number and nature	No

SN	Particulars		Details/Remarks
	h	Is the project require relocation of community facilities/Govt. establishment or any object that are of religious, cultural and historical significance	Yes (Electricity pole)
	i	Proposed project located in an area where residents are- · All Mainstream · All Indigenous peoples · Majority Mainstream or Non-indigenous peoples · Majority Indigenous peoples	Majority Mainstream (Brahamin-13HH, Kchetri-2HH and Magar-2HH)
2	Potential Social Impacts- Will the Project cause		
	a	Involuntary resettlement of people? (Physical displacement and/or economic displacement)	No
	b	Impacts on the poor, women and children, Indigenous Peoples or other vulnerable groups?	Yes,
	c	Will community facilities require relocation?	Yes (Electricity pole)
	d	Will the sub-project disturb any traditional activity on adjoining or nearby?	No
	e	poor sanitation and solid waste disposal in construction camps and work sites	Influx of people is anticipated during the time of construction. Pressure upon existing natural resources such as water, existing food availability, solid waste system is likely to be affected with the increase in the number of outside workers
	f	Possible transmission of communicable diseases (such as STI's and HIV/AIDS) from workers to local populations?	Yes, there will be influx of workers during construction period. So, May chances to transmission of communicable diseases o
	g	Large population influx during project construction and operation that causes increased burden on social infrastructure and services (such as water supply and sanitation systems)?	Pressure upon existing natural resources such as water, existing food availability, existing educational facilities are likely to be affected with the increase in the number of outside workers
	h	Social conflicts relating to inconveniences in living conditions where construction interferes with preexisting roads	No, from chainage 1+680 to 1+920,the construction width is reduced to 5.4m to safeguard existing houses)
	i	Describe any other impacts that have not been covered in this screening form	-

SN	Particulars		Details/Remarks
	j	Describe alternatives, if any, to avoid or minimize displacement from private and public lands	-
	k	RAP/ARAP Requirement	NA

Annex II: Minutes, Public Notice and Letters
ROW Declaration Letter



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



मण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ५९

मिति :- २०८०/०४/०८

विषय :- सडकको Right of Way कायम भएको जानकारी सम्बन्धमा ।

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहन, काठमाण्डौ ।

प्रस्तुत विषयका सम्बन्धमा विषय बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय पूर्वाधार
आयोजना काठमाण्डौ मार्फत यस नगरपालिका क्षेत्रभित्र सडक स्तरोन्नती गर्ने गरी निम्नानुसारका सडक छनौट
गरी पठाईएकोमा सो सडकहरूको Right of Way निम्नानुसार भएको व्यहोरा जानकारीको लागि अनुरोध छ ।

तपश्चिनत :

सि.नं.	सडकको नाम	बडा नं.	सडकको क्षेत्राधिकार	सम्बाई	वैकिकयत
१.	मूलपानी स्कूल- हरापोर-कालीमाटी- तिलौरसम्मको सडक	७	१५.०० मिटर	८.५०० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।
२.	माफीबस्ती हुँदै निरहोपाटसम्मको सडक	१	८.०० मिटर	१.६०० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।
३.	बडारपोर-डोडनी- फोसैसम्मको सडक	८	८.०० मिटर	२.००० कि.मी.	बागलुङ नगरपालिकाको मिति २०७२/३/२२ गतेको सर्वदलीय/सर्वपक्षीय बैठकबाट निर्णय गरी मापदण्ड कार्यान्वयनमा न्याईएको ।

मि.मि.

[Signature]

(धर्म प्रसाद पोखरेल)

अधिकृत स्तर दर्शौ

"बासमैत्री स्थानीय शासनका धुन छटा सृजक पुरा गर्ने आ-आफ्नो स्थानबाट सहयोग गरी"

०६८-५२०१३१/५२०२३१/५२०३०५

ईमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-५२०१३१

यसि संचयन तिमोका जर्ने अनुप्रति दिने तिमोप गाणि ।

तपसिन सडकदः

क्र.सं.	ठारोका नाम	ठारो.सं.	कुम्भे बाउ (Flow)	दिउमिठोका (दिउमिठोका)
१.	भगवती होड डोरी सडकमा कुम्भे (लम्बो) सडक माग	१	६ मिटर	३ मिटर
२.	जोगा (ग्यालुद) (ज) मागः कुम्भे (लम्बो) सडक माग	१	८ मिटर	६ मिटर
३.	जोगा (ग्यालुद) (ज) मागः कुम्भे (लम्बो) सडक माग	२.३	८ मिटर	६ मिटर
४.	साखुवा (साखुवा) (साखुवा) कुम्भे (लम्बो) सडक माग	३.६.७	१६ मिटर	७.६
५.	साखुवा (साखुवा) (साखुवा) कुम्भे (लम्बो) सडक माग	६	१० मिटर	६ मिटर
६.	साखुवा (साखुवा) (साखुवा) कुम्भे (लम्बो) सडक माग	७	१६ मिटर	७.६ मिटर
७.	साखुवा (साखुवा) (साखुवा) कुम्भे (लम्बो) सडक माग	११	६ मिटर	६ मिटर



[Signature]
प्रमुख प्रशासकीय अधिकृत



बागलुङ नगरपालिका

.....११..... वडा समितिको कार्यालय



पत्र संख्या:- ०७२१०७३
चलानी नं.:- ४७९

मिति:- २०७२/०३/१५

विषय : सडक माप दण्ड सम्बन्धमा /

श्री : बागलुङ नगरपालिका कार्यालय
बागलुङ

श्री गणेश
सर्वदाक्रिय / सर्वपाठ्य
पेशा गुण हुन्
मि.मि.
२०७२/३/१५

प्रस्तुत विषयमा यस बागलुङ नगरपालिका वडा नं. ११ ओडाचौर-गडकाको डिल देखी धोडेनी वस्ति हुदै ओलुङ्गे पुल सम्मको सडकको सडक मापदण्डको सम्बन्धमा तहा कार्यालय बाट ७,०० मि ROW कयम गरिएको भनि यस वडा कार्यालयमा पत्र प्राप्त भएपछि यो सम्बन्ध सूचना यस वडाको सूचना पाटीमा टाँसे प्रचार गर्दा सडक मापदण्डको विषयमा कुनै प्रतिक्रिया नआएकोले सोही व्यहोरा जानकारी को लागि अनुसन्धान गर्दछु ।

प्रेम बहादुर खडका
वडा सचिव
वडा सचिव

बागलुङ नगरपालिका, बागलुङ
दर्ता नं.:- ३५९८
मिति:- ०७२१३१५

Formation of GRM (1st Level)



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/

५२०२३१/५२०३०९

फ्याक्स नं.: ०६८-५२०१३१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

मिति : २०८०/०७/२१

च.नं. ५१३९

विषय :- प्रथम चरणको गुनासो सुनुवाई गठन गरिएको बारे ।


श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)

बबरमहल, काठमाण्डौ ।

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार श्रेष्ठ ज्यूको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ४ मा पर्ने बडारचौर-ढोडेनी-फोसे २.१५० कि.मी. लम्वाई भएको सडक खण्डको निर्माण अवधिमा निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमा स्थानीय स्तरमा नै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान गर्नको लागि निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासो सुनुवाई समिति (GRC) पुनः गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल :

१. संयोजक :- श्री कुमार विक्रम क्षेत्री, वडाध्यक्ष, वडा नं. ४
२. सदस्य :- श्री रविना वि.क., महिला दलित वडा सदस्य, वडा नं. ४
३. सदस्य :- श्री टिकाराम आचार्य, टोल विकास समिति, अध्यक्ष, वडा नं. ४
४. सदस्य :- श्री शर्मिला के.सी., आयोजना सम्बन्धित कर्मचारी, वडा नं. ४, वडा सचिव
५. सदस्य सचिव :- सामाजिक सुरक्षण/वातावरण विशेषज्ञ/सुपरभजन इन्जिनियर


(बसन्त कुमार श्रेष्ठ)

Formation of GRM (2nd Level)



बागलुङ नगरपालिका



☎ ०६८-५२०१३१/

५२०२३१/५२०३०९

फ्याक्स नं.: ०६८-५२०१३१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

प.सं. : ०८०/०८१

च.नं. : १९९९

मिति : २०८०/०९/१२

विषय :- द्वितीय तहको (नगरपालिका स्तरको) गुनासो सुनुवाई समिति गठन गरिएको बारे ।

श्री शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP)
बबरमहल, काठमाण्डौ ।

बागलुङ जिल्ला बागलुङ नगरपालिकाका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ७ मा पर्ने मूलपानी स्कुल-हरांचौर-कालीमाटी तितौरै ८.४८० कि.मी. लम्बाई भएको सडक, वडा नं. १ मा पर्ने माभीवस्ती-निरहेघाट १.६०० कि.मी. लम्बाई भएको सडक र वडा नं. ४ मा पर्ने वडारचौर-ढोडेनी-फोसे २.१५० कि.मी. लम्बाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरु स्थानीय स्तरमानै पहिलो चरणको गुनासो सुनुवाई समितिबाट समाधान नभएका गुनासाहरुको समाधान गर्नको लागि नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा नगरपालिका स्तरीय निम्न उल्लेखित व्यक्तिहरु रहने गरी दोश्रो तहको गुनासो सुनुवाई समिति (GRC) गठन गरिएको व्यहोरा जानकारीको लागि अनुरोध गर्दछु ।

तपशिल :

१. नगरपालिका नगर प्रमुख श्री वसन्त कुमार श्रेष्ठ	संयोजक
२. नगरपालिका नगर उप-प्रमुख श्री राजु खड्का	सदस्य
३. प्रमुख प्रशासकीय अधिकृत श्री हरिदत्त कडेल	सदस्य
४. आयोजना सम्पर्क व्यक्ति (NUGIP Focal Person) श्री सोविन घर्ति	सदस्य
५. नगरपालिकाको गुनासो सुन्ने अधिकारी श्री भिमसेन पन्त	सदस्य
६. सामाजिक विकास शाखा प्रमुख श्री धन प्रसाद पोख्रेल	सदस्य
७. (DSC) परामर्शदाता Team Leader श्री रितु बस्नेत	सदस्य सचिव

(वसन्त कुमार श्रेष्ठ)
नगर प्रमुख

Letter regarding Anti-Harassment Cell



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं. :- ०८०/०८१ (योजना)
च.नं. :- ८७

मिति :- २०८०/०४/०७

श्री नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना
बबरमहल, काठमाण्डौ ।

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

नेपाल शहरी शासकीय तथा पूर्वाधार आयोजनाबाट मिति २०८०/०३/१० को चलानी - ३५१ को पत्रानुसार उप-आयोजनासंग सम्बन्धित लैङ्गिक हिंसा तथा यौन दुर्व्यहारहरु सम्बन्धी गुनासोहरुलाई अभिलेखिकरण तथा सहजीकरण गर्नका लागि यस नगरपालिकाको लैङ्गिक हिंसा हेर्ने ब्यक्ति श्री भिमसेन पन्तलाई Anti-Harassment Cell को समेत गुनासो हेर्ने जिम्मेवारी तोकिएको व्यहोरा अनुरोध छ ।

लिम्प


..... ४१०६
(धन प्रसाद पोखरेल)
अधिकृत स्तर दशौ

Public Notice for ESMP Preparation



बागलुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

सूचना प्रकाशित मिति : २०८०/०६/०४

सूचना

सूचना

सूचना

विश्व बैंकको आर्थिक सहयोगमा शहरी विकास तथा भवन निर्माण विभाग (DUDBC), नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) मार्फत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ४ मा पर्ने वडारचौर-ढोडेनी-फोर्से सडकसम्म २.१५० कि. मी. लम्वाई भएको सडक खण्डको स्तरोन्नती गर्ने भएको छ। यसै सिलसिलामा उक्त सडक खण्डको विस्तृत परियोजना प्रतिवेदन तयारीका चरण गरिने वातावरणीय तथा सामाजिक व्यवस्थापन योजना (ESMP) तयारीका लागि परामर्शदाताका DSC Team, नगरपालिका र आयोजनाबाट प्रभावित हुने वासिन्दा/जग्गाधनीहरुका बीच निम्न उल्लेखित स्थान र मितिमा हुने विस्तृत छलफल तथा अन्तर्क्रिया कार्यक्रममा उपस्थित हुनका लागि सबै सरोकारवालाहरुलाई सुचित गरिन्छ।

अन्तर्क्रिया हुने मिति र स्थान :

मिति : २०८०/०६/०६

समय : विहान ८.०० वजे

स्थान : ढोडेनी

(धन प्रसाद पोखेल)
अधिकृत/स्तर दर्शा

"बालमैत्री स्थानीय शासनका ५१ वटा सुचक पूरा गर्न आ-आफ्नो स्थानबाट सहयोग गरौं"

0६८-५२०१३१/५२०२३१/५२०३०५

इमेल : baglungmun@gmail.com

फ्याक्स नं. ०६८-५२०१३१

Public Notice for GRC



बागलुङ नगरपालिका



०६८-५२०१२१/

५२०२२१/५२०३०९

फ्याक्स नं.: ०६८-५२०१२१

इमेल : baglungmun@gmail.com

गण्डकी प्रदेश, नेपाल

मिति : २०८०/०७/२०

सूचना

सूचना

सूचना

मिति २०८०/०७/२० गतेका दिन यस बागलुङ नगरपालिकाका नगर प्रमुख श्री बसन्त कुमार श्रेष्ठ ज्युको अध्यक्षतामा बसेको बैठकले विश्व बैंकको आर्थिक सहयोगमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUGIP) माफत स्तरोन्नती हुन लागेको यस बागलुङ नगरपालिका वडा नं. ४ मा पर्ने वडारचौर-दोडेनी-फोसे २.१५० कि.मी. लम्वाई भएको सडक खण्डको निर्माण अवधिमा आउने गुनासाहरुको अध्ययन गरी स्थानीय स्तरमा नै समाधान गर्न आयोजना स्तरमा वडा नं. ४ का वडाध्यक्ष श्री कुमार विक्रम क्षेत्री ज्युको संयोजकत्वमा निम्न उल्लेखित व्यक्तिहरु रहने गरी प्रथम चरणको गुनासो सुनुवाई समिति (GRC) पुनः गठन गरिएको बारे सम्बन्धित सवैलाई जानकारी गराइन्छ । साथै आयोजना सम्बन्धी कोहि कसैलाई कुनै किसिमको गुनासो भए उल्लेखित गुनासो सुनुवाई समितिमा मौखिक वा लिखित रुपमा जानकारी गराउनु हुन समेत अनुरोध छ ।

तपशिल :

१. संयोजक :- श्री कुमार विक्रम क्षेत्री, वडाध्यक्ष, वडा नं. ४
२. सदस्य :- श्री रुविना वि.क., महिला दलित वडा सदस्य, वडा नं. ४
३. सदस्य :- श्री टिकाराम आचार्य, टोल विकास समिति, अध्यक्ष, वडा नं. ४
४. सदस्य :- श्री शर्मिला के.सी., आयोजना सम्बन्धित कर्मचारी, वडा नं. ४, वडा सचिव
५. सदस्य सचिव :- सामाजिक सुरक्षण/वातावरण विशेषज्ञ/सुपरभिजन इन्जिनियर

(बसन्त कुमार श्रेष्ठ)

IEE of Quarry site

कालिगण्डकी नदीबाट
नदीजन्य पदार्थ
उत्खनन, संकलन तथा निकासी गर्ने प्रस्तावको

प्रारम्भिक वातावरणीय परीक्षण प्रतिवेदन


जिल्ला समन्वय समिति
बाग्लुङ

पेश गरिएको निकाय
जिल्ला समन्वय समिति
बाग्लुङ




पेश गर्ने

बाग्लुङ नगरपालिका
नगर कार्यपालिकाको कार्यालय
बाग्लुङ
गण्डकी प्रदेश



Letter from ward office related to Labor camp, stockpiling area, spoil site location

**बागलुङ नगरपालिका**
४ नं वडा कार्यालय
उपडाचौर, बागलुङ
गण्डकी प्रदेश, नेपाल
०६८-५२२५९४
इमेल: bglwardoffice4@gmail.com

प.स. (०८०/०७७)८७
च.नं: ७३४

मिति:-२०८०/०८/२०

विषय:- सिफारिस सम्बन्धमा ।

श्री बागलुङ नगरपालिका कार्यालय,
बागलुङ ।

उपरोक्त सम्बन्धमा यस वडाको क्षेत्राधिकार भित्र पर्ने तपशिलम बमोजिमका जग्गाहरु सार्वजनिक जग्गा भित्र पर्ने भएको हुँदा कसैको हक दावी नलाग्ने ब्यहोरा सिफारिस साथ अनुरोध गरिन्छ ।

तपशिल
१ ओडारचौर मैदान
२ ओडारचौर डिलको समथर जग्गा ।
३ ढोडेनी सार्वजनिक चौर
४ ढोडेनी आश्रम नजिकको चौर
५ मसार जाने बाटोको सार्वजनिक चौर

०८/०८/२०
कुमार विक्रम क्षेत्री
वडा अध्यक्ष

Public Consultation meeting minutes

आज मिति २०२१-०६-०५ गतेका दिन विश्व बैंकको सहयोगमा संयोजन गरिएको नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना (NUP) अन्तर्गत बाग्लुङ नगरपालिको वडा नं ८ ओडार्चौर-धोडेनी-फोर्से) सडकको विषयमा वडा नं ८को अध्यक्ष श्री कुमार विक्रम श्रेष्ठको अध्यक्षतामा, सडक अधिकार क्षेत्र निगको समुह प्रबन्धी, टोल विकास समिति विद्यमानित समुह हलफल (FJ) भएको उपस्थिति रहेको छ।

उपस्थिति

कुमार विक्रम श्रेष्ठ	कुमार विक्रम श्रेष्ठ	वडा अध्यक्ष
दिकाराज आचार्य	दिकाराज आचार्य	अध्यक्ष
दिकादेवी आचार्य	दिकादेवी आचार्य	कोष अध्यक्ष
तिलोचन शम्कोटा	तिलोचन शम्कोटा	सचिव
धनश्याम आचार्य	धनश्याम आचार्य	सदस्य
गद्रकली विष्ट	गद्रकली विष्ट	"
दिकाराज शर्मा	दिकाराज शर्मा	"
माया श्याम	माया श्याम	सभप्रीथ
जयवहादुर के.सी	जयवहादुर के.सी	"
दत्तनाथ आचार्य	दत्तनाथ आचार्य	"
मिश्र हनृत्यल	मिश्र हनृत्यल	"
लक्ष्मण पुन	लक्ष्मण पुन	"
लक्ष्मण पुन	लक्ष्मण पुन	"
मेघ कुमार आचार्य	मेघ कुमार आचार्य	"
लक्ष्मी आचार्य	लक्ष्मी आचार्य	"
विश्व विक्रम कुमारी शम्कोटा	विश्व विक्रम कुमारी शम्कोटा	"
दिलकुमारी आचार्य	दिलकुमारी आचार्य	"
दिकादेवी आचार्य	दिकादेवी आचार्य	"
प्ररिता आचार्य	प्ररिता आचार्य	"
गनश्याम आचार्य	गनश्याम आचार्य	"
धनमाया पुन	धनमाया पुन	"
माया श्याम	माया श्याम	"
दामोदर शम्कोटा	दामोदर शम्कोटा	"

DATE: _____

के निम्न पुन — प्रक्रिया

DSC Team	श्री गणेश गार्गी	सामाजिक विरोध
श्री गणेश गार्गी	पुष्प कर्मल उपाध्याय	इन्जिनियर
पुष्प	शुभिल ठाकुर	इन्जिनियर

प्रस्तावहरू

१. वादी निर्माण सम्बन्धमा
२. विविध सम्बन्धमा

निर्णयहरू

१. प्रस्ताव न १ माथि छलफल गर्दा थम वादी निर्माणका क्रममा प्रक्रिया सम्बन्धमा कुनै धार्मिक विवाद गरहेको तथा निर्माण का क्रममा कालवस्थीय पछलाई दयालमा शारिक कामसिमाना टिकको हु परक पानिशारी छुलो उडग गर्दिने व्यवस्था गर्ने निर्णय गरियो
२. प्रस्ताव न २ माथि छलफल गर्दा श्वाने पागि वार्ध योजना निर्माण अघरमाँ माफकाले हुल्क परियोजना लाई वादी निर्माणको क्रममा कुनै प्रकारको हानि हुन माफको सम्बन्धमा परियोजनाले कुन निर्माण गरिदिनु पर्ने माथे सियाई कुलोलाई पनि व्यवस्थापन गरिदिन सहमती गयो।

~~श्री गणेश गार्गी~~

~~कर्मल उपाध्याय~~ ~~शुभिल ठाकुर~~

DATE:

आल गिती २०८१-०६-०५ गतेका दिन विश्व बैंकको सहयोगमा सञ्चालन भएको नेपाल शहरी शासकीय तथा प्रवधार आयोजना N0J2P अन्तर्गत बागलुङ नगरपालिका को वाडा न न (ओडारचौर-धोडेनी-फोर्से) सडकमा पर्ने जाघरीती आत्म निर्गर् आगासहरू २ उडर team लाई जडकाएर पिय हलफल भएको विम्व वसोजीतको उपस्थिती रहेको छ।

उपस्थिती

निर्माता	निर्माला सापकोटा	- केद्र प्रमुख
लक्ष्मी	लक्ष्मी आचार्य	- उप प्रमुख
संघ	मेव कुमारी आचार्य	- स्थल
वाङ	गद्रकली विष्ट	- "
पिना	पिना विष्ट	- "
शशिका	शशिका विष्ट	- "
चित्रा	चित्रकुमारी सापकोटा	- "
दिलाकुमारी	दिल कुमारी आचार्य	- "
टिका देवी	टिका देवी आचार्य	- "
दामकुमारी	दामकुमारी आचार्य	- "
मनरमा	मनरमा आचार्य	- "
दानमाया	दानमाया पुन	- "
प्रिया	प्रिया थापा	- "
कमला	कमला थापा	- "

उडर Team

सोमराज शर्मा	सामाजीक विशेषज्ञ
पुष्प कमल उपाध्याय	इन्जिनियर
सुनील ठाकुर	इन्जिनियर

प्रस्तावहरन

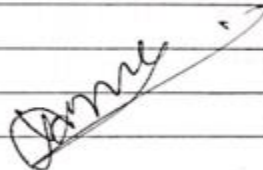
1. वाटी निर्माण सम्बन्धमा
2. विषय सम्बन्धमा

DATE:

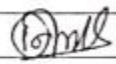
निर्णयहरू

१. प्रस्ताव न व माथी हलफल गर्दा प्राप्तको क्रममा निर्माण हुदा घर छुटिलई हानामा पर्ने छरी नहुने गरि वारो वनाउने साथै घर भएकी ठाउमा फोहोर नहुने गरि काम हलपार्यो, खुली ठाउँको स्वच्छता वारीमा पामि हालि खुली काम गर्ने निर्णय गर्यो।

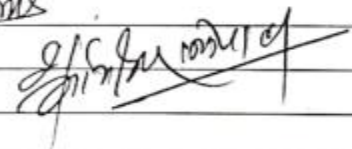
२. प्रस्ताव न २ माथी हलफल गर्दा परियोजनाले स्थानीय स्तरमा रहेका महिला हरुका लागि स्रोजकारको तालिम प्रदान गरिदिन हुन अछुशेघ गर्ने निर्णय गर्यो।



लक्ष्मी



चित्र



भाषा

अनुरूप



DATE:

आज गिति २०२१-०६-०५ गतेका दिन विशय बैंकको सहयोगमा अंचालन भएको नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना नेपाल अग्रगण्यता बागलुङ नगरपालिका वडा नं १ को टोल अडथल विकास अभियानको उपस्थितिमा टोल विकास समिती र C2TECH लाइभाम उप विद्य दलफल भएको निम्न समोजीमको उपस्थिती रहेको छ।

उपस्थिती,

27/6/21	दिकाराम आचार्य	- अध्यक्ष
	प्रेम प्रसाद आचार्य	- उपाध्यक्ष
	दिकादेवी कडेल आचार्य	- को.स.अ
तिलोत्तम	तिलोत्तम सापकाटा	- टोल समिप
धनश्याम	धनश्याम आचार्य	मदरथ
मदरथ	मदरथ कडकाली विष्ट	"
	प्रधान प्रशान आचार्य	"
दिकाराम शर्मा	दिकाराम शर्मा	"
मध्या	मध्या शपा	"
	जय बहादुर के.सी	"
दलमान पुन	दलमान पुन	"
मिश्रा	मिश्रा दनश्याम	"
दुर्गाधर	दुर्गाधर आचार्य	"
लक्ष्मी	लक्ष्मी आचार्य	"

UDC Team

दिकाराम शर्मा	दिकाराम शर्मा	सामाजिक विरोपक
दुर्गाधर	दुर्गाधर आचार्य	इन्जिनियर
मदरथ	मदरथ ठाकुर	"

NAME

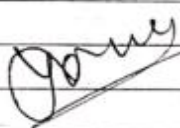
DATE:

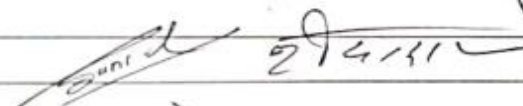
प्रस्तावहरू


१. बाटो निर्माण को सम्बन्धमा
२. सामाजिक तथा वातावरणीय सम्बन्धमा
३. विविध सम्बन्धमा


निर्णयहरू

१. निर्णय न १ माथी दलफल गर्दा बाटो निर्माणको रकडमा बाटो खुलाइने गरिको दृष्टिकोण, बाटो निर्माण गर्दा ब्रड हुरीलाई बन्दि हुनुपर्ने बन्दि भएको रकडमा परियोजना ले पुनर्निर्माण गरिदिन निर्णय गरियो।
२. प्रस्ताव न २ माथी दलफल गर्दा बाटो निर्माणको रकडमा टोल बिच फोहोर नहुने गरि काम गरिने निर्णय गरियो।
३. प्रस्ताव न ३ माथी दलफल गर्दा श्वानेपानी पाईपलाई अन्तरपरेको रकडमा श्वानेपानी पुग्न निर्माण गरिमात्र बाटो आपन्न गर्ने निर्णय गरियो।


 लक्ष्मी


 माया


 गङ्गा


 देवमान पुन

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of ओडाचौर - धोदेनि - फोर्स Road

Attendance Sheet

Date: २०८०/०६/०५ Venue: धोदेनि Ward No. ५

Name: तारि अचार्य Contact No: ९८४७६२८९९८

Organization/Occupation: कृषि / जागृति आत्मनिर्भर महिला समूह / उपबन्ध

Comments/Suggestions:

- बाटो आउट स्क्रिनिंग भुना हो । सहज रूपमा यातायात भएमा अझैसहज अवस्थामा सहज हुने थियो ।
- महिला बाटोको छवि तालीमहरू, परियोजनाले सञ्चालन गरिदिथ जिविकोपार्जनमा सहज हुने थियो ।
- स्वास्थ्य समूह (महिला बाटोको) कार्यक्रम सञ्चालन ।
-

तारि
Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of ओडर्छौर - धोडेनि - फोर्स Road

Attendance Sheet

Date: २०२०-०६-०५ Venue: ढोडेनी Ward No. ४

Name: बिलोचन थापकोटा Contact No. ९२४६६५६५२

Organization/Occupation: कृषि (टोल शुद्धार समीती सचिव)

Comments/Suggestions:

- बाटो राम्रो बनाउनु
- अम्सना बाटोको प्रयास गरियो ।
- बाटो निर्माण तथा शीघ्र सुरु गर्नु पर्ने ।
- निर्माण क्रममा मएका फोर्सेरको उचित व्यवस्था होस् ।
- सिपाई कुलोको निर्माण स्थल वा निर्माण कार्य गरिने कुलोको उचित व्यवस्था गरियोस् ।


Signature:

Stakeholder Consultation

Nepal Urban Governance and Infrastructure Project (NUGIP)

Baglung Municipality

Baglung

ESIA and ESMP of ओडार्चौर - धोदेनी - फोर्स Road

Attendance Sheet

Date: 2080-06-05 Venue: Dhodeni Ward No. 04

Name: Jibanand Sarkerata Contact No. 9847628635

Organization/Occupation: Agriculture

Comments/Suggestions:

Unble for job due to health. Mis son doing agriculture
Transportation would be comfortable due to vehicle after road
construction. and would be get market of agriculture production

Signature:

Jibanand

FGD

Stakeholder Consultation
Nepal Urban Governance and Infrastructure Project (NUGIP)
Baglung Municipality
Baglung

ESIA and ESMP of ओडाचौर-ढोदेनी-फोर्स Road

Attendance Sheet of FGD

Date: २०८०-०६-०५ Venue: Dhodeni Ward No: ०४०५

Attendees

SN	Name	Organization/Title	Contact no.	Signature
१	त्रिभुवा साफकोटा	जुम्लिन ओमिनिभर महिला समूह	९८४५००२२९८	त्रिभुवा
२	लाडुकी आचार्य	, , उपाध्यक्ष	९८४५२८९९८	लाडुकी
३	मेघ कुमारी आचार्य	, , सदस्य	९८४५२९५९८	मेघ
४	भद्रकालि विष्ट	, , सदस्य		भद्र
५	मिता विष्ट	, , सदस्य		मिता
६	राधिका विष्ट	, , सदस्य		राधिका
७	बेला आचार्य	, , सदस्य		बेला
८	बन्दि धनकुमारी आचार्य	, , सदस्य	९८६५९४४९९	बन्दि
९	चित्र कुमारी आचार्य	, , सदस्य	९८४५०९३४३०	चित्र
१०	माया थापा	, , सदस्य	९८६५९८०२६९	माया
११	धर्ममाया पुन	, , सदस्य		धर्ममाया

Suggestions/Recommendations:

- वारो निर्माण चाडो मुडु होख ।
- वास्तु संरक्षण लाहेतको नारोको निर्माण ।
- स्थानीयलाई करो वने ऊकता प्राथमिकता दिनु पर्ने ।
- महिला समूहको लागि एउटा कार्यालय मनलापतको सहयोगमा अफिसा ।
- हृषि सम्बन्धि तालीम, जडिबुटी सिकलन, वा तालीमको अफिसा ।
- एरोनु धावलाय सम्बन्धि तालीमो सम्पन्न ।

Meeting minutes regarding existing Tap Management with ward chair and locals

आज मिति २०२०/०९/२२ गतेका दिन नेपाल गहरी शासकीय तथा
 पूर्वाधार आयोजना (MUNIP) अन्तर्गत काठमाडौं नगरपालिकामा
 सम्चालन भएको सडक निर्माण कार्यक्रमहरु मध्ये औडारचौर-
 धोडेनी - फौसे वडा नं २ मा नित्र फौसे वस्ती विच पर्ने
 धारा व्यवस्थापन को विचयमा वडा अध्यक्ष श्री कुमार विक्रम
 भेत्रीको अध्यक्षतामा वसेको बैठकको उपस्थिति रहेको छ।

उपस्थिति

१. कुमार विक्रम भेत्री - वडा अध्यक्ष
२. सुनिल ठाकुर - DSC Engineer
३. गोगार्थ अग्रवाल - स्थानीय
४. रवडानन्द आह्यथ - स्थानीय
५. निर्मल कुमार मेहता - स्थानीय
६. टिका शर्म - "
७. माया शर्मा - "

निर्णयहरु

१. फौसे वस्ती विच परेको धारा अलि प्रयोगमा नभएकाले सडक
 निर्माण गर्दा धाराको पुग व्यवस्थापन गर्नुपर्ने छ।
२. धाराको पुग व्यवस्थापन गर्दा कालमा प्रयोग भएको ठाउको
 पहाडी पटी प्रकट जग्गा भएको हुनाले सो ठाउमा व्यवस्थापन
 गर्नु पर्नेछ। धारा पुग निर्माण गर्दा क्षताजलाड कुनै प्रकारको
 वादा विरोध हुँदा साथै सागापमा कुनै प्रकारको क्षताजलाड
 र वातावरणीय असर पर्दैन गनि निर्णय गरियो।



Meetings minutes with Community Forest User Group

आज मिति २०२०/१/०५ गतेका दिन बागलुङ-जगर
 -पालिकाका अध्यक्ष तथा नेपाल शाहरी शास्कीय
 तथा पुर्वाधार आयोजना NPLJP अन्तर्गत बागलुङ
 नगरपालिकाका पर्ने वडा नं. ५ का कुोडाशौर-धोडेनी
 फोर्से सडको वडा अध्यक्ष श्री कुमार विक्रम क्षेत्रीजीको
 अध्यक्षतामा सडक अधिकार क्षेत्र भित्र पर्ने सामुदायिक
 वनका अध्यक्ष तथा समिति विन्यको उपस्थिति रहेको छ।

उपस्थिति

कुमार विक्रम क्षेत्री	वडा अध्यक्ष
समिता केसी	वडा समिव
गोविन्द पुन	वडा अध्यक्ष
सुमिल ठाकुर	उडा अनुगन्तक
प. कुोडाशौर द्विपद्वि पालेवन	उ.स

१. दक्षिण क्षेत्रमा उपभोक्ता समिति बनाउनका लागि
 कुलाराम शर्मा वन अध्यक्ष - ३२१६६५४३३०
 नारायण प्रसाद शर्मा वन अध्यक्ष
 सिलु विष्ट उपभोक्ता समिति
 दीन शर्मा शर्मा उपभोक्ता समिति
 अन शर्मा - " "
 अमिल शर्मा - " "

२. धोडेनी सामुदायिक वन उ.स
 ५२४६६६६५४३३० श्री वीरवर्णान्द पहाडुर क्षेत्री - वन अध्यक्ष
 देवी प्रसाद अचार्य - वन समिति
 त्रिलोचन शर्मा - उ.स
 प्रेम प्रसाद अचार्य - उ.स

३. क्षेत्री वनेको पारवे सामुदायिक वन उ.स
 ५२१६६६६५४३३० कर्ण पहाडुर वीहरा - वन अध्यक्ष - ३२१६६६६५४३३३
 सरवती केसी - वन समिति
 विकास अचार्य - वन समिति

DATE: _____

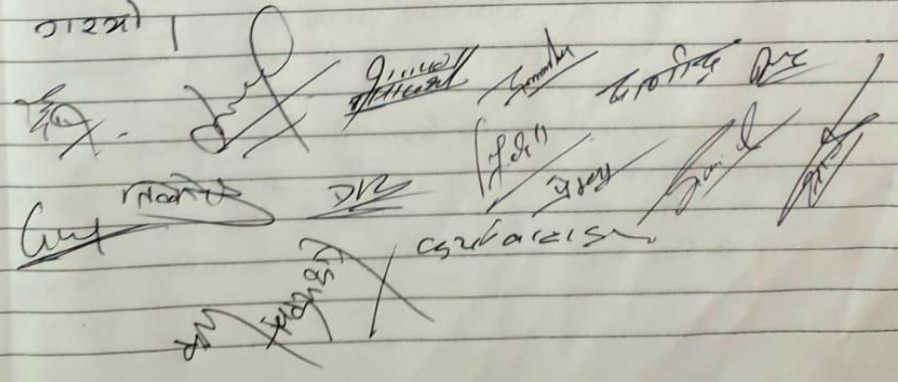
प्रस्तावहरू

१. सडकको सम्मलप्रता अद्यतन सम्बन्धमा ।
२. सडक अधिकार क्षेत्र (COI) सम्बन्धमा ।

निर्णय

निर्णय न १ - प्रस्ताव न १ माथि दलफल गर्दा वाग्लुङ नगरपालिका वडा न ४ को सडक अधिकार क्षेत्र भित्रको सडक सतरीतनी गर्दा परिश्रोजन कार्यनव्यन चरणमा हुन सक्ने वातावशणीय तथा सामुदायिक वनमा हुन सक्ने जोखिमको विषयमा दलफल गरियो ।

निर्णय न २ - प्रस्ताव न २ माथि दलफल गर्दा ओडारचौर - डोडेनी - फोर्से सडकको सडक अधिकार क्षेत्र २ मिटर कायम भएको जानकारी गरायो । सडक अधिकार क्षेत्र भित्र पर्ने ओडारचौर छिपछिपे सामुदायिक वन उपभोक्ता समिति, धोडेनी सामुदायिक वन उपभोक्ता समिति, चुत्रेणी वनेको पारवो सामुदायिक वन उपभोक्ता समिति वन परेको पाण्डुप्रम वाटेमा पर्ने सम्पूर्ण सामुदायिक वन समिति सडक अधिकार क्षेत्र भित्र सामुदायिक वनेको शतवविरुवा पर्ने सार्थे निम्नान कार्य गर्दा वन क्षेत्र माथि कुनै किसिमको प्रभाव नपर्ने गरी पुदती गर्ने कुनै किसिमको वाद्याविरोध नगरि आयोजना सञ्चालनमा सहयोग गर्ने गरी लयन निर्णय गरियो ।





बागलुङ नगरपालिका

४ नं. वडा कार्यालय

उपलसचौर, बागलुङ

उपलसचौर, बागलुङ
गण्डकी प्रदेश, नेपाल

गण्डकी प्रदेश, नेपाल

प. सं.:- २०८०/०८१

च.नं.:- ३६

मिति: २०८०/०४/०९


विषय :- सिफारिस गरिएको सम्बन्धमा ।

श्री नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना,
आयोजना समन्वय कार्यालय,
बबरमहल काठमाडौं ।

प्रस्तुत विषयमा विश्व बैंकको आर्थिक सहयोग र नेपाल शहरी शासकीय तथा पुर्वाधार आयोजना मार्फत बागलुङ नगरपालिकाको वडा नं ४ मा संचालन भएको ओढारचौर डोडेनी फोर्स सडक कायम भएको र सो आयोजना कार्यान्वयन चरणमा पुगेको र उक्त आयोजना संचालन हुने सडक अधिकार क्षेत्र ८ मीटर भित्र ओढारचौर छिपछिपे पाले वन, डोडेनी सामुदायिक वन र चुवेनी वानेको पाखो सामुदायिक वन क्षेत्र भित्र पर्ने भएको हुँदा सो वन क्षेत्र भित्र कुनै प्रकारका रुख तथा बोट विरुवाहरु नपर्ने भएको साथै वन क्षेत्रलाई कुनै प्रकारको क्षति नहुने भएको र सो सडक निर्माण गर्ने क्रममा उल्लेखित वनका उपभोक्ता समितिहरुले कुनै किसिमको बाधा अवरोध नगर्ने भनि उपभोक्ताको समितिको निर्णय भएकोले सोही आधारमा सडकको निर्माण कार्य अगाडी बढाउन सिफारिस साथ अनुरोध गरिन्छ ।

कमल विजय क्षेत्री
२०८०/०४/०९
कमल विजय क्षेत्री
वडा अध्यक्ष

Letter from District Police office, Baglung about GBV cases


जिल्ला प्रहरी कार्यालय
(अपराध अनुसन्धान शाखा)

कन्ट्रोल: { १००
फोन नं.: { ०६८-५२०१९९
मोबाईल: { ९८५७६२०००३

बागलुङ

पत्र संख्या :- ०८०१०८१

चलानी नं.:- १०४७

मिति:- २०८०।०६।१२ गते ।

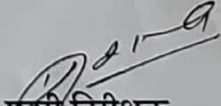
विषय:- विवरण उपलब्ध गराईएको ।

श्री बागलुङ नगरपालिका नगर कार्यपालिकाको
कार्यालय, बागलुङ ।

उपरोक्त सम्बन्धमा ताँहा कार्यालयको च.नं. ८५१ मिति २०८०।०६।१० गतेको पत्रको सम्बन्धमा तीन आर्थिक बर्षमा यस कार्यालयमा भएका यौन शोषण, दुर्व्यवहार तथा महिला तथा बालबालिका हिंसा सम्बन्धी उजुरीको विवरण निम्नानुसार खुलाई पठाईएको व्यहोरा अनुरोध गरिएको छ ।

निम्न:-

आर्थिक वर्ष	घरेलु हिंसा	जवरजस्ती करणी	जवरस्ती करणी उद्योग	बहुविवाह	बालविवाह	बालयौन दुरुपयोग	अप्राकृतिक मैथुन
०७७।०७८	५३	१४	६	७	०	३	१
०७८।०७९	३२	१७	९	८	१	१	०
०७९।०८०	३२	२७	९	८	०	२	३


प्रहरी निरीक्षक
(बसन्त बहादुर भुजेल)

Letter from NEA for pole relocation



नेपाल विद्युत प्राधिकरण
(नेपाल सरकारको स्वामित्व)
वितरण तथा ग्राहक सेवा निर्देशनालय
गण्डकी प्रादेशिक कार्यालय
बागलुङ वितरण केन्द्र

पत्र संख्या. : ०८०/०८१

चसानी नं. : २५५



मिति: २०८०/०७/१९

श्री बागलुङ नगरपालिका,
नगर कार्यपालिकाको कार्यालय ।

श्री जोशी/खोटा
६/१९

विषय: जानकारी गराईएको सम्बन्धमा ।

उपरोक्त सम्बन्धमा प.सं.०८०/०८१(योजना), च.नं.११४९, मिति २०८०/०७/१६ को प्राप्त पत्रावाट व्यहोरा अवगत भयो । उक्त पत्रमा उल्लेख सडकहरू निर्माण हुँदा सडकको दायावाया पर्ने विद्युतीय पोलहरू सार्न यस कार्यालयबाट ने.वि.प्रा.को नियमानुसार आवश्यक सहयोग गरिने व्यहोरा जानकारीका लागि अनुरोध छ ।

बागलुङ नगरपालिका, बागलुङ
दस्तावेज नं.- ६०९
मिति २०८०/०७/१९

(इ. पवन पौडेल)
केन्द्र प्रमुख
केन्द्र प्रमुख



बागलुङ नगरपालिका

नगर कार्यपालिकाको कार्यालय



गण्डकी प्रदेश, नेपाल

प.सं.: ०६०/०६१ (योजना)
च.नं. ११४८

मिति : २०६०/०७/१६

विषय: आवश्यक सहयोग तथा समन्वय सम्बन्धमा ।

श्री नेपाल विद्युत् प्राधिकरण
बागलुङ वितरण केन्द्र, बागलुङ ।

बागलुङ वितरण केन्द्र
सं.सं. १८८
२०७०।०६।१६

प्रस्तुत विषयका सम्बन्धमा नेपाल शहरी शासकीय तथा पूर्वाधार आयोजना अन्तर्गत यस नगरपालिका वडा नं. १, ४ र ७ मा तपशिल बमोजिमका सडक निर्माण आयोजनाहरूको DPR तयार भई उक्त आयोजनाहरू सञ्चालनको क्रममा रहेको हुँदा उक्त सडकहरूको दायरवार्या पर्ने तपशिल बमोजिमको संख्यामा रहेका विद्युतीय पोलहरू सार्नु पर्ने भएको हुँदा सो कार्यको लागि तहाँ केन्द्रबाट आवश्यक सहयोग तथा समन्वय गरी दिन हुन अनुरोध छ । साथै उक्त विद्युतीय पोलहरू सार्नका लागि आवश्यक पर्ने बजेट रकम उक्त आयोजनाहरूको लागत अनुमानमा समावेश गरिएको व्यहोरा समेत जानकारीका लागि अनुरोध छ ।

तपशिल :

सि.नं.	वडा नं.	सडक आयोजनाको नाम	सडकको लम्बाई	विद्युतीय पोलको संख्या
१.	१	मान्नीवस्ती हुँदै निरहेघाट सडक	१.६००	२३ वटा
२.	४	बडारचौर-ढोडेनी-फोर्स सडक स्तरोन्नती	२.१००	४ वटा
३.	७	मूलपानी स्कुल-हराचौर-कालीमाटी सडक स्तरोन्नती	६.५००	३ वटा

लि.म.प.

(धन प्रसाद पोख्रेल)
अधिकृत स्तर दशौ

लि.म.प.
- श्रीमान् हरिप्रसाद
जोशी
सि.सं. ३१
०१/१६

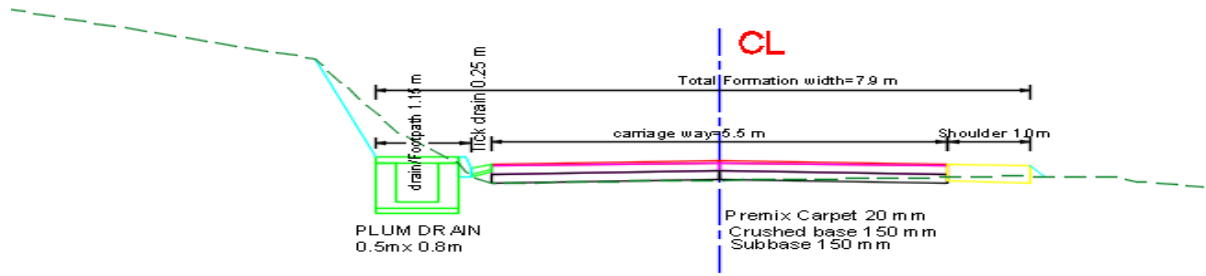
"बालमैत्री स्थानीय शासनका ५१ वटा सुकाक पुरा गर्ने अत-आफ्नो स्थानबाट सहयोग गरी"

०६६-५२०१३१/५२०२३१/५२०३०६

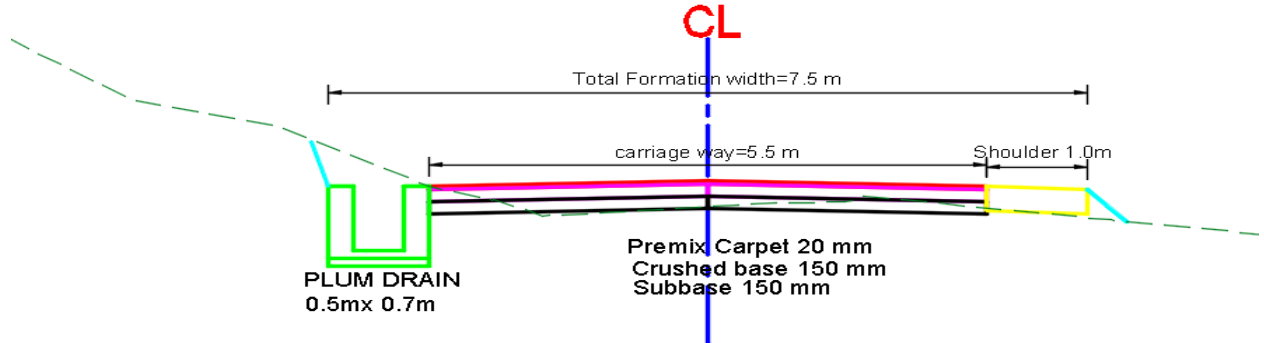
इमेल : baglungmun@gmail.com

फ्याक्स नं. ०६६-५२०१३१

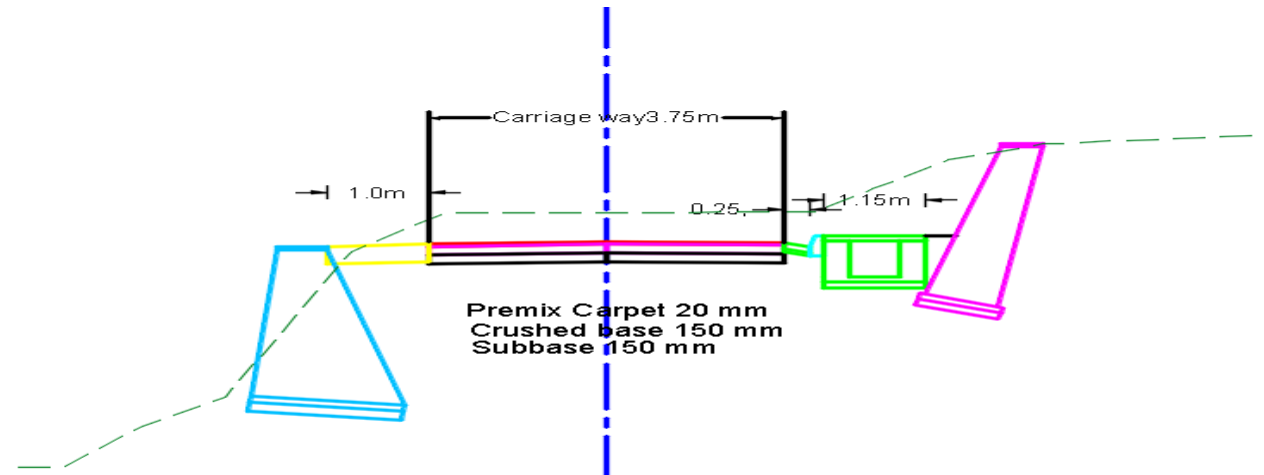
Annex III: Proposed Typical Cross Sections



Typical section-1



Typical section-2



Typical section-3

Annex IV: GoN Permissible Environmental limits/standards

(A) National Drinking Water Quality Standard, 2079 BS

A-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	

A-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)	

(B) 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

(C) 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

(D) Diesel Powered Generator Emission Limits (g/kWh), 2069

Category, (kW)	CO	HC	NO _x	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 V: Air, Noise, Water Quality Test Reports



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT AIR QUALITY

Report Number	35A/080-81		
Sample Number	21A/080/81		
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd		
Sampling location	Baglung Municipality - 4, Majhibasti Niraheghat Road and Odarchaur-Dhodeni-Phorse Road	GPS Point: 28°16'52.47"N 83°36'3.11"E	
Project	Nepal Urban Governance Infrastructure Project (NUGIP)		
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu		
Sampling Date	29 - 30 September 2023		
Report Date	12 October, 2023		
Instrument used	Respirable Dust Sampler (GTI 151) and Combined Sampler (GTI 241)		
Result			
Parameter	NAAQS *	Observed Values	Method
TSP ($\mu\text{g}/\text{m}^3$)	230.0	154.1	IS 5182 (Part 14)-2000 (reaffirmed 2005)
PM ₁₀ ($\mu\text{g}/\text{m}^3$)	120.0	67.8	IS 5182 (Part -23):2006
PM _{2.5} ($\mu\text{g}/\text{m}^3$)	40.0	18.6	IS 5182: Part 24: 2019
SO ₂ ($\mu\text{g}/\text{m}^3$)	70.0	4.9	IS 5182 (Part 2)-2006
NO ₂ ($\mu\text{g}/\text{m}^3$)	80.0	6.4	IS 5182 (Part 6)-2006
CO ($\mu\text{g}/\text{m}^3$)	10000.0	<230.0	IS 5182 (Part - 10):2006

* - National Ambient Air Quality Standard, 2069, ** - National Ambient Air Quality Standard for TSP for Crusher Industry, IS - Indian Standard

Remarks: The observed values are within the prescribed limit of NAAQS.

Sampled by

Checked by

Authorized by

**Environment Management
&
Analysis Services P. Ltd**



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

ANALYSIS REPORT FOR AMBIENT NOISE LEVEL

Report Number	37/N/080-81	Sample Number	22-N/080/81								
Sampling Date	29 - 30 September 2023										
Client	Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd										
Sampling location	Baglung Municipality - 4, Majhibasti Niraheghat Road and Odarchaur-Dhodeni-Phosre Road	GPS Point: 28°16'52.47"N 83°36'3.11"E									
Project	Nepal Urban Governance Infrastructure Project (NUGIP)										
Sampled by	Environment Management And Analysis Services P. Ltd., Dillibazar, Kathmandu										
Report Date	12 October, 2023										
Instrument used	LUTRON SL - 4033SD										
Test method	Noise Measurement Protocol (Central Pollution Control Board, India)										
Hours	Time	Noise Level (dBA)			Hours	Time	Noise Level (dBA)				
		Lmax	Lmin	Leq			Lmax	Lmin	Leq		
06:00 - 07:00	Day	56.3	40.3	44.5	18:00 - 19:00	Night	63.7	39.6	43.9		
07:00 - 08:00		60.4	40.3	43.4	19:00 - 20:00		76.8	39.0	41.0		
08:00 - 09:00		63.1	43.9	46.6	20:00 - 21:00		68.4	38.2	41.8		
09:00 - 10:00		71.2	41.6	45.5	21:00 - 22:00		73.2	39.6	43.2		
10:00 - 11:00		72.7	43.4	46.5	22:00 - 23:00		61.3	38.3	44.4		
11:00 - 12:00		65.4	44.1	48.9	23:00 - 00:00		62.6	38.6	43.0		
12:00 - 13:00		69.5	42.9	48.5	00:00 - 01:00		58.4	39.1	43.1		
13:00 - 14:00		74.0	45.1	48.2	01:00 - 02:00		81.3	39.2	41.7		
14:00 - 15:00		69.3	44.6	47.5	02:00 - 03:00		76.8	40.9	42.9		
15:00 - 16:00		59.3	43.9	47.6	03:00 - 04:00		65.8	39.3	43.2		
16:00 - 17:00		61.7	40.2	48.9	04:00 - 05:00		56.3	40.2	44.9		
17:00 - 18:00		62.4	41.3	46.4	05:00 - 06:00		61.4	40.3	42.3		
Leq average (Day)				46.9	Leq average (Night)				42.9		
Permissible limit *				55.0	Permissible limit				50.0		

dBA - A-weighted decibels, Lmax : Maximum Sound Level, Lmin: Minimum Sound Level

Remarks: The equivalent noise level during day and night hours comply with the permissible limit in reference to noise level standard 2069, under category of urban residential area.

Sampled by

Checked by

Authorized by

Environment Management & Analysis Services P. Ltd



**ENVIRONMENT MANAGEMENT
&
ANALYSIS SERVICES P. LTD**

Regd No.: 127787/071/72
Jwagal, Lalitpur, Nepal
GPO Box No.: 8975, EPC 5296
Contact No.: 977-01-47690266, 9851126060
Email: emas@emas.com.np, emasenv@gmail.com
Website: emas.com.np

Water Analysis Report

Client: Cosmopolitan Consultant & Technical Education Center P. Ltd. (C2TECH), Garima International Design Associates Nepal P. Ltd. (GIDAN), In association with GOEC Nepal P. Ltd. & Urban Architects Pvt Ltd
Sample Location: Nareghat Mul (Used for drinking purpose)
GPS Point: 28°16'12.04"N 83°36'17.38"E
Report No: 39/W/080-81
Report Date: 12 October, 2023
Sampled by: EMAS P. Ltd.
Project: Nepal Urban Governance Infrastructure Project (NUGIP)

Sample Sources: Spring Source
Source Name: Nareghat Mul
Sampling Date: 30 September, 2023
Received Date: 01 October, 2023
Analysis Period: 30 Sept- 05 Oct, 2023

Parameters	Unit	NDWQS	Observed Values	Test Methods
pH	-	6.5 - 8.5*	6.7	4500-H ⁺ B, APHA, 22nd EDITION
Colour	-	5 (15)	<0.1	2120 B, APHA, 22 nd EDITION
Turbidity	NTU	5 (10)	<1.0	2130 B, APHA, 22nd EDITION
Electrical Conductivity	µS/cm	1500	98.0	2510 B, APHA, 22nd EDITION
Temperature (Lab)	°C	-	24.3	2550 B., APHA, 22nd EDITION
Total Hardness	mg/l as CaCO ₃	500	44.0	2340 C, APHA, 22nd EDITION
Chloride	mg/l	250	1.2	4500-Cl ⁻ B, APHA, 22nd EDITION
Ammonia	mg/l	1.5	<0.02	4500-NH ₃ C., APHA, 17 th EDITION
Nitrate	mg/l as NO ₃	50	<0.02	4500-NO ₃ - B., APHA, 22nd EDITION
Iron	mg/l	0.3 (3)	<0.01	3112 B., APHA, 22nd EDITION
Manganese	mg/l	0.2	<0.02	3112 B., APHA, 22nd EDITION
Arsenic	mg/l	0.05	<0.01	3114 C., APHA, 22nd EDITION
E.Coli	CFU/100 ml	Nil	Nil	9221 C. , APHA, 22nd EDITION

NDWQS: National Drinking Water Quality Standard (2079), * - Values are upper and lower limit, () - Values are acceptable only when alternative is not available. **APHA:** American Public Health Association

Remarks: Observed values of the parameters are within the NDWQS.

Analyzed by

Checked by

Authorized Signature

**Environment Management
&
Analysis Services P. Ltd**

Annex VI: List of Zebra Crossings

SN	Chainage	Width	Nos.	Quantity (Sqm)
1		1+040	6.000	11.7
2		1+280	6.000	11.7
3		1+510	6.000	11.7
4		1+880	6.000	11.7
			Total	4Nos.

Annex VII: Code of Conduct (CoC) on GBV

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, राजनीतिक वा सामाजिक हैसियत, 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 अधिपछी वार्तालाप मार्फत सहकर्मि/कामदार लाई यौन दुर्व्याहार गर्ने छैन ।
३. कार्यस्थलमा सिट्टी बजाउने, चुम्बन गर्ने ,व्याक्तिगत उपहार दिने आदि जस्ता कार्य गरी कर्मचारी, सहकर्मि/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 मर्दिराजन्य 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 सघिय, प्रादेशिक, स्थानीय सरकार वर्ल्ड बैक को कानुन , निती नियम अनुसार सजाय/ दण्डित जरिवाना तिर्न तयार हुनेछु ।
८. कार्य गर्ने शिलशिलामा 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 रूपमा 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 गतिविधी गर्न दिने छैन ।
१५. कार्यस्थलमा महिला तथा यौन हिंसा गतिविधीहरूलाई 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 सहिता उल्लघन गरेमा वडा/ नगरपालिका स्तरमा रहेको गुनासो सुनवाई सयन्त्रमा तुरुन्त निवेदन/जानकारी दिनेछु ।
१८. कार्यस्थलमा कसैले यौनजन्य दुर्व्याहार सम्बन्धी शक्कापद व्यावहार गरेमा वा शक्कापद कार्य गरेमा तुरुन्त टोली प्रमुख /प्रबन्धकलाई जानकारी/निवेदन दिनेछु ।

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

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व्यवस्थापक/टोली प्रमुख

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कर्मचारी/कामदार

Annex VIII: Summary of Community Consultation

Date	Consultation type	Composition of participants	Issues raised	Response from project
22 nd Sep, 2023	Key Informant Interview	Mr. Trilochan Sapkota Ward No. 4 Secretary, Tole sudhar committee	<ul style="list-style-type: none"> Mr, Sapkota mentioned that road should be built as fast as possible and quality road. Be aware on environment degradation. Irrigation cannel should be safe 	All the comment address on DPR and ESMP.
22 nd Sep, 2023	Key Informant Interview	Mr. Jibananda Sapkota Ward no: 4 Farmer	<ul style="list-style-type: none"> Mr. Sapkota mentioned his son involved in agriculture product transportation so it is comfortable due to vehicle after road construction and would be get market of agriculture production. 	We make him sure to build quality road within given time frame.
22 nd Sep, 2023	Key Informant Interview	Mrs. Laxmi Acharya Ward no: 4 Vice- Chairperson Jagriti Aatmanirbhar women group	<ul style="list-style-type: none"> It is glad to know to road construction, it help us to smooth movement. If project provide women-oriented agriculture training life would be easier. 	These issues of construction phase dust control and speed control are addressed in ESIA
22 nd September, 2023	FGD – Ward 4	Ward no 4, Jagriti Aatmanirbhar Women Group, 11 participants	<ul style="list-style-type: none"> The project should accomplish with quality as soon as possible. Coordinate with local people while working. Local people must be employed on road construction. The women's group is expected to help in build a building. They expect different types of training. 	The comment address on construction period.
22 Sept 2023	Meeting with Locals	Kumar Bikram Chhetri, Ward chair Participants:24 (M11 F 13)	<ul style="list-style-type: none"> It is glad to know to road construction, it helps us to smooth movement. Be aware on environment degradation. 	We will address comments as per need.
22 Sept 2023	Meeting with Jagriti women group	Nirmala Sapkota, chairperson Participants: 14 nos. (M-0, F-14)	<ul style="list-style-type: none"> Coordinate with local people while working The women's group is expected to help in build a building 	We will address comments as per need.
22 Sept 2023	Meeting with Locals	Tika ram Acharya, Tole chair Participants:17 (M12 F5)	<ul style="list-style-type: none"> Road should be built as fast as possible and quality road. 	We will address comments as per need.

Annex IX: Photographs

Odarchaur-Dhodeni-Phorse-Road-2.14Km



Consultation with community at Oderachur section



Consultation with community on proposed sub-project and its process and procedure



Consultation with Locals

